

US 395 Safe Highway Coalition

FINAL REPORT

Volume I of 6

January 2007

PT0507—Safe Highway Coalitions

TABLE OF CONTENTS

Key Personnel	ii
U.S. 395 Safe Highway Coalitions Task Force Members	iii
Credits	v
Disclaimer	vi
Executive Summary	vii
Introduction	1
Background	1
Project Goals	3
Project Objectives	5
Project Description	13
Methodology/Chronology	14
Problems	15
Results	15
Cost Effectiveness	17
Recommendations	17

ANNEXES

Annex A	State Highway Coalitions, PT0507, Project Agreement
Annex B	Safety Action Plan
Annex C	Project Operational Plan
Annex D	Press Release
Annex E	News Articles
Annex F	Promotional Items
Annex G	Rack Card: English and Spanish

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

SAFE HIGHWAY COALITIONS, PT0507

KEY PERSONNEL *

Key California Highway Patrol (CHP) personnel involved in the project include:

Executive Management

M. L. Brown, Commissioner
J. A. Farrow, Deputy Commissioner
Arthur Anderson, Assistant Commissioner, Field
K. P. Green, Assistant Commissioner, Staff

Project Staff

Project Director

H. A. Acevedo, Chief
Planning and Analysis Division

Project Evaluator

J. Whiteford, Captain
Commander, Special Projects Section

Project Manager

R. M. Nannini, Staff Services Manager II
Special Projects Section

Project Coordinators

M. Hoshida, Associate Transportation Planner
Special Projects Section

Project Fiscal Accounting Manager

L. A. Paolini, Chief
Administrative Services Division

Project Grant Coordinator

L. D. Sullivan, Associate Governmental Program Analyst
Special Projects Section, Grants Management Unit

Project Artist

W. Kubo, Senior Graphic Artist
Departmental Training Division, Academy

*Personnel are listed as they were assigned on the project ending date November 30, 2006.

U.S. 395 SAFE HIGHWAY COALITION TASK FORCE MEMBERS

Doug Rich	Task Force Chair California Highway Patrol Victorville Area
Tim Anderson	Highway Radio Stations
John Ashton	California Department of Transportation District 8
Danielle Boldt	Adelanto Police Department
Bruce Bonnett	California Highway Patrol Inland Division Air Operations Unit
Adam Cortinas	California Highway Patrol Barstow Area
Jessie Flores	Supervisor Bill Postmus' Office
Greg Foster	Hesperia Police Department
Ryan Graham	San Bernardino Association of Governments
Meriko Hoshida	California Highway Patrol Special Projects Section
Russell Johnson	Senator Roy Ashburn's Office
Terri Kasinga	California Department of Transportation District 8
John Mattke	Victorville Police Department
Dee McClure	California Department of Transportation District 8
Dennis Morris	Assembly Member Sharon Runner's Office

**U.S. 395 SAFE HIGHWAY COALITION TASK FORCE MEMBERS
(continued)**

Cliff Raynolds	Victorville Police Department
Don Riser	Victorville Police Department
LeAnn Roberts	Senator George Runner's Office
Steve Robinson	California Highway Patrol Barstow Area
Theresa Sasis	California Department of Transportation District 8
Marlene Schneider	Assembly Member Dennis Mountjoy's Office
Mike Schwab	California Highway Patrol Inland Division Air Operations Unit
Denise Simmons	Highway 395 Task Force
Ross Tarangle	Hesperia Police Department
Michael Torres	California Highway Patrol Barstow Area
Steve Urrea	California Highway Patrol Barstow Area
Steve White	California Highway Patrol Victorville Area
Ron Wren	Adelanto Police Department
Chet Yun	California Highway Patrol Victorville Area

CREDITS

This project is part of the California Traffic Safety Program and was made possible through the support of the California Office of Traffic Safety (OTS), the National Highway Traffic Safety Administration, and the State of California.

Personnel responsible for the successful project completion included C. J. Murphy, Director, OTS; M. Meadows, Assistant Director of Operations, OTS; K. Carroll, Operations Coordinator, OTS; and C. S. Gunter, Staff Services Manager I, Special Projects Section (SPS), Grants Management Unit, California Highway Patrol.

M. Hoshida, Associate Transportation Planner, SPS, coordinated the Safe Highway Coalitions Project.

DISCLAIMER

The opinions, findings, and conclusions expressed in this publication are those of the authors and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

EXECUTIVE SUMMARY

SAFE HIGHWAY COALITIONS

CALIFORNIA

CORRIDOR 1 – U.S. 395 SAFE HIGHWAY COALITION

PROGRAM AREA(S) Police Traffic Services	PROJECT CHARACTERISTICS Reduction of reportable collisions through increased enforcement, establishment of a task force, and a public education campaign.
TYPE OF JURISDICTION Victor Valley Region which includes the cities of Adelanto, Apple Valley, Hesperia, Lucerne Valley, Oak Hills, Phelan, and Wrightwood	JURISDICTION SIZE 266,545
TARGETED POPULATIONS Motor Vehicle Drivers	

PROBLEM IDENTIFICATION

An identified traffic safety problem existed on United States Highway 395 (U.S. 395) between mileposts 3.98 to 66.0 within the California Highway Patrol (CHP) Victorville and Barstow Areas. Unsafe speed and unsafe passing were consistently the two primary collision factors. Accordingly, this project used the “corridor” approach to positively impact traffic safety. Through the use of a task force, problems were identified and solutions were developed and implemented. Additionally, enhanced enforcement efforts, coupled with a strong public awareness campaign, were directed toward corridor drivers.

PROJECT GOALS

1. **To reduce the number of fatal victims on high-collision highways for each corridor. Corridor 1 – by March 31, 2006. Exact goals will be established after each corridor task force’s initial meeting. Corridor 1 – by April 30, 2005.**
Result: Accomplished. Corridor 1’s quantifiable goal was established during the January through March 2005 reporting period. Statewide Integrated Traffic Records Systems (SWITRS) data indicated a total of eight fatal victims on the corridor. This is a 50 percent decrease when compared to the average number of fatal victims for the same months during the January 1, 2003, through December 31, 2004, base period.
2. **To reduce the number of injured victims on high-collision highways for each corridor. Corridor 1 – by March 31, 2006. Exact goals will be established after each corridor task force’s initial meeting. Corridor 1 – by April 30, 2005.**
Result: Accomplished. Corridor 1’s quantifiable goal was established during the January through March 2005 reporting period. SWITRS data indicated a total of 101 injured victims on the corridor. This is a 25 percent decrease when compared to the average number of injured victims for the same months during the January 1, 2003, through December 31, 2004, base period.

PROJECT OBJECTIVES

1. **To select four corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by December 31, 2004.**
Result: Accomplished. Corridor 1 was selected by the objective due date.
2. **To provide Office of Traffic Safety (OTS) with the required documentation of local support for each corridor. Corridor 1 – by March 31, 2005.**
Result: Accomplished. A letter of local support was sent directly to OTS on January 27, 2005.
3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program. Corridor 1 – by December 31, 2004.**
Result: Accomplished. An Operational Plan was issued on December 31, 2004.
4. **To conduct a language assessment of the project’s service area to determine needs for materials in languages other than English for each corridor. Corridor 1 – by March 31, 2005.**
Result: Accomplished. The language assessment indicated that English and Spanish were the two principal languages in the Victorville Area. Therefore, educational materials were produced in English and Spanish.
5. **Task force members will be identified and the initial meeting for each corridor will be scheduled. Corridor 1 – by January 31, 2005.**
Result: Accomplished. The U.S. 395 Safe Highway Coalition task force members were identified and convened for their first meeting on December 16, 2004, in Hesperia.

EXECUTIVE SUMMARY

6. To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.
Corridor 1 – by March 31, 2006.
Result: Accomplished. The Corridor 1 task force convened seven times, three times prior and four times during the Implementation Phase.
7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors. Corridor 1 – by September 30, 2005.
Result: Accomplished. The Corridor 1 task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short- and/or long-term solutions to the factors.
8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.
Corridor 1 – by March 31, 2006.
Result: Accomplished. The Corridor 1 task force implemented two solutions within 12 months (by March 31, 2006) after its initial task force convened.
9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with identified "top five" reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.
Corridor 1 – ending March 31, 2006.
Result: Accomplished. Corridor 1 expended its allocated officer overtime hours during its Implementation Phase.
10. To conduct a public awareness campaign to include:
 - a. Issuance of a news release announcing the kick-off of the project for each corridor. Corridor 1 – by March 31, 2005.
Result: Accomplished. Corridor 1 issued its news release announcing the kick-off of the project on March 11, 2005, for the March 16, 2005, press conference.
 - b. To develop a project logo for each corridor. Corridor 1 - by March 31, 2005.
Result: Accomplished. Corridor 1 developed its logo for the project in the October through December 2005 reporting quarter. The logo was incorporated in educational materials, and imprinted on promotional items for the public education and awareness campaign element of the project.
 - c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.
Corridor 1 – by March 31, 2006.
Result: Not accomplished. Corridor 1 was unable to provide presentations for the months of June and July 2005 due to the PAO's schedule and other priority assignments. It should be noted that during most months (other than June and July) the PAO completed several presentations per month - such as in April when the PAO completed seven presentations.
11. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues for each corridor. Corridor 1 – by March 31, 2006.
Result: Accomplished. Educational materials and promotional items were developed and distributed as part of the public education and awareness campaign element throughout Corridor 1's Implementation Phase.
12. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor. Corridor 1 – by January 31, 2007.
Result: Accomplished.

STRATEGIES AND ACTIVITIES

The project deployed special enforcement unit personnel from the CHP Victorville and Barstow Areas and Victorville, Adelanto, and Hesperia Police Departments. The deployments focused enforcement efforts on collisions on U.S. 395. Passing safely and driving at safe speeds were emphasized in the public awareness campaign.

RESULTS

Through the deployment of enhanced enforcement and a public education and awareness campaign, the project achieved a 50 percent decrease in fatal victims and 25 percent decrease in injured victims during the Implementation Phase. The reduction surpassed the project goal of a 5 percent decrease.

FUNDING

Section 164: \$2,251,324.00

CONTACT

Meriko Hoshida/Sixto Fernandez
Associate Transportation Planners
California Highway Patrol
Special Projects Section
P. O. Box 942898
Sacramento, CA 94298-0001
(916) 657-7222

SAFE HIGHWAY COALITIONS PROJECT NUMBER PT0507

CORRIDOR 1 – U.S. 395 SAFE HIGHWAY COALITION

INTRODUCTION

The National Highway Traffic Safety Administration (NHTSA), through the California Office of Traffic Safety (OTS), authorized the Department of the California Highway Patrol (CHP) to develop and implement the Safe Highway Coalitions, project number PT0507. Funding for the entire project as of this Final Report was \$2,251,324.00.

The multidisciplinary corridor safety coalitions, each of which work together to gain an understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short and long-term.

This report was prepared in accordance with the PT0507 Project Agreement established between the CHP, OTS, and NHTSA. The Project Agreement is contained in Annex A.

BACKGROUND

In California, with more than 4,100 killed and more than 300,000 injured annually on the state's roadways, reducing traffic fatalities and injuries is a challenge for the CHP whose responsibility is to enforce traffic laws on more than 150,000 miles of state and local public roadways. As a means to address this challenge, the CHP has adopted enforcement, education, and engineering efforts through the implementation of its safety corridor program. The safety corridor program has helped build collaborative partnerships to meet the challenge of maintaining traffic safety on California roadways. The CHP has found that building partnerships is vital because drivers cross jurisdictions, and no single entity working alone can solve all traffic safety problems or address all traffic safety needs. With the implementation of the safety corridor program in 1992, the CHP has been able to target road segments or corridors, with a high number of traffic collisions, throughout the state which have benefited significantly from this collaborative approach.

United States Highway 395 (U.S. 395) in San Bernardino County, within the CHP Victorville and Barstow Areas, was designated a highway safety corridor due to a disproportionate number of fatal and injury collisions. U.S. 395 is one of the main north/south highways in the western United States. In California, it provides a route crossing the area east of the Sierra Nevada Range. Skiers in southern California use U.S. 395 as the back door to the High Sierra mountain resorts. Enhanced enforcement funded by this grant was focused on the segment of U.S. 395 from 20 miles north of Kramer's Junction to its junction with Interstate 15 at the southern end.

Victor Valley, which includes the communities of Adelanto, Apple Valley, Hesperia, Lucerne Valley, Oak Hills, Phelan, and Wrightwood, has a population of more than 300,000. New housing developments boosting population growth in these cities have increased traffic volumes significantly on the portion of the corridor going through the cities of Adelanto, Victorville, and Hesperia. Additional lanes and signalized intersections have been installed to help move traffic safely through these cities.



Because the dynamic changes in this area have taxed the capacity of portions of U.S. 395, the need for new alignment for the highway became evident. The San Bernardino Associated Governments (SANBAG) is the government council and transportation planning agency for San Bernardino County. As the County Transportation Commission, SANBAG supports freeway construction projects such as the planned realignment of U.S. 395. In late 2006, SANBAG began work on the environmental impact report (EIR) for the realignment of U.S. 395 through Victor Valley. The 18-month EIR will be a study of several potential realignments for a 15-mile stretch that will go through Adelanto, Hesperia, Victorville, and the County of San Bernardino. A preferred alignment is to be selected in 2008. The goal is to complete the EIR by 2008 so that residents and businesses will know where the future highway will be located, and to plan around it. If plans are delayed, finding a new alignment will become even more difficult because of increased costs and impact to local communities.

The new highway alignment is needed to maintain traffic circulation within the western Victor Valley. It will provide an improved route for cargo-carrying trucks traveling from Nevada and other western states to southern California. Transportation agencies from Inyo, Mono, and Kern counties recognize the importance of this regional route and each has contributed funding for improvements to the San Bernardino County portion of U.S. 395.



On October 21, 2005, a double fatal head-on collision occurred on the corridor about three miles south of State Route 58.

It is projected that the realignment project will take over ten years for completion which means that the current U.S. 395 alignment must continue to serve the traffic needs of this area. The mission of the U.S. 395 Safe Highway Coalition was to identify engineering improvements that would improve traffic safety. The portion of the corridor north of Adelanto goes through an undeveloped area where aggressive passing in two-lane sections have resulted in deadly fatal collisions.

PROJECT GOALS

GOALS:

1. To reduce the number of fatal victims on high-collision highways for each corridor.

- **Corridor 1 – by March 31, 2006**

Exact goals will be established after each corridor task force's initial meeting.

- **Corridor 1 – by April 30, 2005**

Progress: Accomplished. Corridor 1's quantifiable goal was established during the January through March 2005 reporting period. The goal was to reduce the number of fatal victims on Corridor 1 by 5 percent, from 16 to 15 as compared to the average number, 16, that occurred during the same months from January 1, 2003, through December 31, 2004, by March 31, 2006.

2. To reduce the number of injured victims on high-collision highways for each corridor.

- **Corridor 1 – by March 31, 2006**

Exact goals will be established after each corridor task force's initial meeting.

- **Corridor 1 – by April 30, 2005**

Progress: Accomplished. Corridor 1's quantifiable goal was established during the January through March 2005 reporting period. The goal was to reduce the number of injured victims on high collision highways by 5 percent, from 134 to 127 as compared to the average number, 134, that occurred during the same months from January 1, 2003, through December 31, 2004, by March 31, 2006.

Corridor 1		
Corridor to be identified by: 7-31-06		
Goal to be quantified by: 4-30-05		
Quantified goal statements:		
Goal 1	To reduce the number of fatal victims on high collision highways by 5 percent, from 16 to 15 as compared to the average number, 16, that occurred during the same months from January 1, 2003, through December 31, 2004, by March 31, 2006.	
Goal 2	To reduce the number of injured victims on high collision highways by 5 percent, from 134* to 127 as compared to the average number, 134, that occurred during the same months from January 1, 2003, through December 31, 2004, by March 31, 2006.	
Corridor Description: Highway 395 in San Bernardino County (Post Mile 3.98 to 66.00).		
Reporting Period 2005/2006	Actual ¹	
	Fatal Victims	Injured Victims
April 2005	0	7
May 2005	2	10
June 2005	1	11
July 2005	2	17
August 2005	0	6
September 2005	0	5
October 2005	3	16
November 2005	0	4
December 2005	0	12
January 2006	0	4
February 2006	0	8
March 2006	0	1
To Date Totals	8	101
Average # of Fatalities/ Injuries During the Base Period Experienced for the Same Months	16	134
To Date Total +/- Difference from Base	-8	-33
To Date Totals % Difference from Base ²	-50%	-25%
Average # of Fatalities/ Injuries During the Base Period January 1, 2003, to December 31, 2004	16	134

¹ Official Statewide Integrated Traffic Records System (SWITRS) data is normally available within approximately six to eight months after the end of each reporting period.

² Figures are rounded to the nearest tenth of a percentage point, and indicate overall project performance through the end of the reporting period compared to the base period averages through the end of the same period.

Progress:

Goal 1: Accomplished. Statewide Integrated Traffic Records System (SWITRS) data for the period of April 1, 2005, through March 31, 2006, indicate a total of eight fatal victims on the corridor. This is a 50 percent decrease when compared to the average number of fatal victims for the same months during the January 1, 2003, through December 31, 2004, base period.

Goal 2: Accomplished. SWITRS data for the period of April 1, 2005, through March 31, 2006, indicate a total of 101 injured victims on the corridor. This is a 25 percent decrease when compared to the average number of injured victims for the same months during the January 1, 2003, through December 31, 2004, base period.

PROJECT OBJECTIVES:

1. **To select four corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by December 31, 2004.**

Progress: Accomplished. Corridor 1 was selected by the objective due date.

2. **To provide the Office of Traffic Safety (OTS) with the required documentation of local support for each corridor.**

- **Corridor 1 – by March 31, 2005**

Progress: Accomplished. Corridor 1's letter of support was sent directly to OTS on January 27, 2005.

3. **To issue an operational plan for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.**

- **Corridor 1 – by December 31, 2004**

Corridor Operational Plan

	Due Date	Date Issued
Corridor 1	12-31-04	12-31-04

Progress: Accomplished. The operational plan was issued on December 31, 2004.

4. **To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.**

- **Corridor 1 – by March 31, 2005**

Progress: Accomplished. The language assessment indicated that English and Spanish were the two principal languages in the Victorville Area. Therefore, educational materials were produced in English and Spanish.

5. **Task force members will be identified and the initial meeting for each corridor will be scheduled.**

- **Corridor 1 – by January 31, 2005**

Initial Meeting Scheduled Date

	Date
Corridor 1	12-16-04

Progress: Accomplished. The U.S. 395 Safe Highway Coalition task force members were identified and convened for their first meeting on December 16, 2004, in Hesperia.

6. **To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.**

- **Corridor 1 – by March 31, 2006**

Corridor 1 Task Force/Coalition Meetings

Time Frame	Task Force/Coalition Meeting Date(s)/Location(s)
December 2004	12-16-04: Initial task force meeting in Hesperia.
January 2005	1-26-05: Education sub-committee meeting in Victorville.
February 2005	2-8-05: Task force meeting in Hesperia.
June 2005	6-28-05: Task force meeting in Hesperia.
September 2005	9-14-05: Task force meeting in Hesperia.
December 2005	12-14-05: Task force meeting in Hesperia.
March 2006	3-16-06: Task force meeting in Victorville.

Progress: Accomplished. The Corridor 1 task force convened three times prior to the Implementation Phase. The task force met four times during the Implementation Phase.

7. **To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors.**

- **Corridor 1 – by September 30, 2005**

Corridor 1
Identified Conditions/Behaviors
(to be implemented by September 30, 2005)

Condition/Behavior	Short- and/or Long-Term Solution	Date Identified
1. Drivers passing in "no passing" segments of the highway.	Install additional "no passing" signs and rumble strips in the marked center divider. Install signs to heighten public awareness of the safety corridor project.	12-16-05
2. Traffic volumes on some segments of U.S. 395 have exceeded capacity.	Install additional lanes to widen the roadway.	12-16-04
3. Drivers exceeding the posted speed limit.	Deploy enhanced enforcement, and identify locations for additional speed limit signs.	9-14-05
4. Traffic volumes dictate the need for traffic control signals at the intersection of U.S. 395 and Air Base Road.	Install traffic signals.	9-14-05

Progress: Accomplished. The Corridor 1 task force identified four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and identified potential short-and/or long-term solutions to the factors.

8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.

- **Corridor 1 – by March 31, 2006**

Corridor 1
Potential Solution Implementation
(to be implemented by March 31, 2006)

Identified Condition/Behavior	Potential Solution	Implementation Date
1. Drivers passing in "no passing" segments of the highway.	Installed safety corridor signs. Installed additional "no passing" signs and rumble strips in the marked center divider.	11-7-05 12-16-05
2. Drivers exceeding the posted speed limit.	Enhanced enforcement was deployed, and locations for additional speed limit signs were identified.	4-1-05 through 3-31-06



Safety corridor sign installed by Caltrans on U.S. 395.

Progress: Accomplished. The Corridor 1 task force implemented two solutions within 12 months (by March 31, 2006) after its initial task force convened.

9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified “top five” reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.

- Corridor 1 – ending March 31, 2006

Corridor 1 - Officer Overtime Deployment and Use

Enhanced Enforcement Year	Overtime Hours Used Per Month						Total Hours Used to Date
	April	May	June	July	Aug.	Sept.	
2005	192	212	167	227	170	360	2,295.5
	Oct.	Nov.	Dec.				
	175	226	184				
2006	Jan.	Feb.	March				
	213.5	72	97				

Progress: Accomplished. Corridor 1 deployed its entire allocated officer overtime hours during its Implementation Phase.



Addressing the press is Victorville Mayor Mike Rothschild during the press conference held at the High Desert Mavericks Stadium.



The High Desert Mavericks team mascot, Woolly Bully, poses for the press in front of the CHP helicopter.

10. To conduct a public awareness campaign to include:

a. Issuance of a news release announcing the kick-off of the project for each corridor.

- Corridor 1 – by March 31, 2005

NEWS RELEASE – PROJECT KICK-OFF

Corridor	Due Date	Date Sent to (GMU) ³	Date Sent to (OMR) ⁴	Date of OMR Approval	Date Issued
1	3-31-05	3-5-05	3-9-05	3-9-05	3-11-05

Progress: Accomplished. Corridor 1 issued its news release announcing the kick-off of the project on March 11, 2005, for the March 16, 2005, press conference.

b. To develop a project logo for each corridor.⁵

- Corridor 1 – by March 31, 2005

PROJECT LOGO

Corridor	Due Date for Development	Date Developed	Date Forwarded to GMU
1	3-31-05	1-26-05	1-31-05

³ Grants Management Unit

⁴ Office of Media Relations

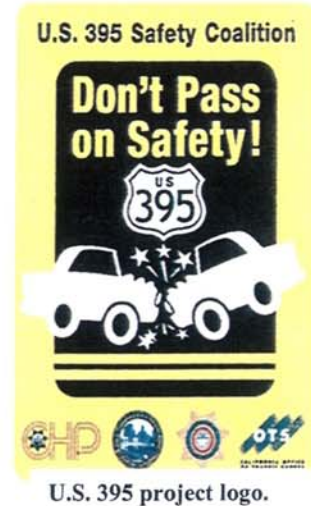
⁵ The project logo will be used on appropriate project materials.

Progress: Accomplished. Corridor 1 developed its logo for the project in the October through December 2005 reporting quarter. The logo was incorporated in educational materials, and imprinted on promotional items for the public education and awareness campaign element of the project.

- c. **To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.**

- **Corridor 1 – by March 31, 2006**

PAO PRESENTATIONS



Month	Location	Number of Attendees
March 22, 2005	Radio Portal (Spanish Radio) Barstow	Live Talk Show
March 29, 2005	Talk 960 Radio Victorville	One-Hour Live Talk Show
March 30, 2005	KFROG 103.1 Radio Victorville	On-Air Interview
April 7, 2005	Mavericks Baseball Stadium Opening Night Sponsorship Adelanto	3,000+ Attendees
April 8, 2005	Radio Mexico Talk Show Victorville	One-Hour Live Talk Show
April 15-17, 2005	Home and Garden Show San Bernardino County Fairgrounds Victorville	20,000+ Attendees
April 18, 2005	Wrightwood Municipal Advisory Committee Wrightwood	20 Attendees
April 20, 2005	High Desert Commuter Advisory Committee Meeting Victorville	10 Attendees
April 22, 2005	Radio Mexico Talk Show Victorville	One-Hour Live Talk Show
April 30, 2005	Kids Matter Children's Safety Fair Victorville	500+ Attendees
May 7-15, 2005	San Bernardino County Fair Information Booth Victorville	4,250+ Attendees
August 2, 2005	Cottonwood School Hesperia	50 Attendees

Month	Location	Number of Attendees
August 13, 2005	Safety City at the Mall of Victor Valley Victorville	2,500+ Attendees
August 19, 2005	San Bernardino County Association of Government (SANDBAG) presentation to Mountain/Desert Board Victorville	25 Attendees
September 2, 2005	Safety Booth High Desert Mavericks Baseball Stadium Adelanto	1,500+ Attendees
September 3, 2005	U.S. 395 Safety Coalition Night at Mavericks Baseball Stadium Fan Appreciation Night Adelanto	2,500+ Attendees
September 10, 2005	Phelan Family Fun Days Safety Booth Phelan	7,500+ Attendees
September 17, 2005	KidFest at the San Bernardino (SBD) County Fairgrounds, Victorville	1,000+ Attendees
October 1, 2005	Safety Fair at Home Depot Victorville	500+ Attendees
November 5, 2005	Spring Valley Lake Open House Spring Valley Lake	350+ Attendees
November 11-13, 2005	Home, Recreational and Lifestyle Show at the SBD County Fairgrounds Victorville	15,000+ Attendees
December 13, 2005	"Let's Talk with Barb Stanton," Talk 960 Radio Victorville	One-Hour Live Talk Show
January 25, 2006	CSEA Safety Presentation Victorville	25 Attendees
February 7, 2006	Victorville Rotary Club Victorville	70 Attendees
March 15, 2006	Safari Motor Home Club Victorville	75 Attendees
March 2006	"Let's Talk with Barb Stanton," Talk 960 Radio Victorville	One-Hour Live Talk Show

Progress: Not accomplished. Corridor 1 was unable to provide presentations for the months of June and July 2005 due to the PAO's schedule and other priority assignments. It should be noted that during most months (other than June and July) the PAO completed several presentations per month - such as in April when the PAO completed seven presentations.

Collaboration with the High Desert Mavericks baseball team provided the opportunity to publicize the safety corridor via its printed programs, banners, and an information table at its opening and closing games.



The CHP information table at a Mavericks baseball game.



CHP Officer Ellen Spurlock sings the National Anthem at a Mavericks game.

- d. To produce/air public service announcements (PSAs) and paid media ads by December 31, 2007.

Progress: Not applicable. Corridor 1 conducted its public education efforts through local events and safety presentations. No PSAs or paid media were utilized for this corridor.

12. To describe and assess separately the effectiveness of "paid and donated" TV/radio airtime messages by providing:

- a. Number of PSAs produced.
- b. Subject of each PSA.
- c. Number of airings for each PSA.
- d. Total size of audience reached.
- e. Total cost or donated value.

Progress: Not applicable. Corridor 1 conducted its public education efforts through local events and safety presentations. No paid or donated TV/radio airtime messages were utilized for this corridor.

13. To describe and assess separately the effectiveness of “paid and donated” printed messages by providing:

- a. Number of messages produced.
- b. Subject of each message.
- c. Number of printings for each message.
- d. Total size of audience reached.
- e. Total cost or donated value.

Progress: Not applicable. Corridor 1 conducted its public education efforts through local events and safety presentations. No paid or donated printed messages were utilized for this corridor.

14. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues for each corridor.

- Corridor 1 – by March 31, 2006

Progress: Accomplished. Educational materials and promotional items were developed and distributed as part of the public education and awareness campaign element throughout Corridor 1’s Implementation Phase.

15. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.

- Corridor 1 – by January 31, 2007

Corridor	Due Date	Date Developed	Date Submitted to GMU
1	1-31-07	1-31-07	1-31-07

Progress: Accomplished. Corridor 1’s *Safety Action Plan* was submitted to GMU on January 31, 2007.

PROJECT DESCRIPTION

The U.S. 395 Safe Highway Coalition brought together individuals from the public and private sectors in a face-to-face forum that allowed them to discuss traffic safety on U.S. 395 in San Bernardino County, focusing on the segment from its juncture with Interstate 15, to 20 miles north of Kramer’s Junction. The task force identified ways to improve traffic safety on the roadway and implemented steps to make the improvements to specific disciplines: enforcement, engineering, signing and striping, and education.

METHODOLOGY/CHRONOLOGY

The following provides a chronological description of project activities as reflected in the Project Agreement:

Phase I – Program Preparation (October 1, 2004, through December 31, 2006) Corridor 1 (October 1, 2004, through March 31, 2005)

During this phase, the most recent SWITRS data was used to compile necessary statistics to evaluate collisions on the corridor. Staff from Planning and Analysis Division, Special Projects Section, met with the CHP Victorville Area on December 16, 2004, to discuss the format, goals, and objectives of the project. At this meeting, task force members were identified and invited to participate on the task force. The project logo was developed.

Phase II – Implementation (April 1, 2005, through December 31, 2007) Corridor 1 (April 1, 2005, through March 31, 2006)

The task force convened for the first time on January 26, 2005, and met five additional times to identify, discuss, and implement recommendations for improvements to traffic safety. Discussions on the format, goals, and objectives of the grant were ongoing. On March 16, 2005, a press conference was conducted to promote the objectives of the corridor. Contracts with the San Bernardino Sheriff's Departments were executed to provide its participation in enforcement activities on the corridor in Hesperia, Adelanto, and Victorville. Hours were deployed for overtime enforcement.

The U.S. 395 Safety Corridor realized a significant decrease in fatal and injury collisions due to the increased enforcement activities and strong community outreach.

Phase III – Data Gathering and Analysis (Throughout project period) Corridor 1 (April 1, 2006, through November 30, 2006)

Data was gathered throughout the project period on activities and results to support the quarterlies and final report. The data was used to determine progress toward the accomplishment of objectives and achievement of the project goal.

Phase IV – Final Report and Executive Summary (October 1, 2008, through November 30, 2008) Corridor 1 (January 1, 2007)

Collision, citation, and victim statistical information was collected. Final SWITRS data was collected and included in this Final Report. A draft of the Final Report was made available for review by task force members before the final draft was submitted to Planning and Analysis Division, Special Projects Section, Grants Management Unit.

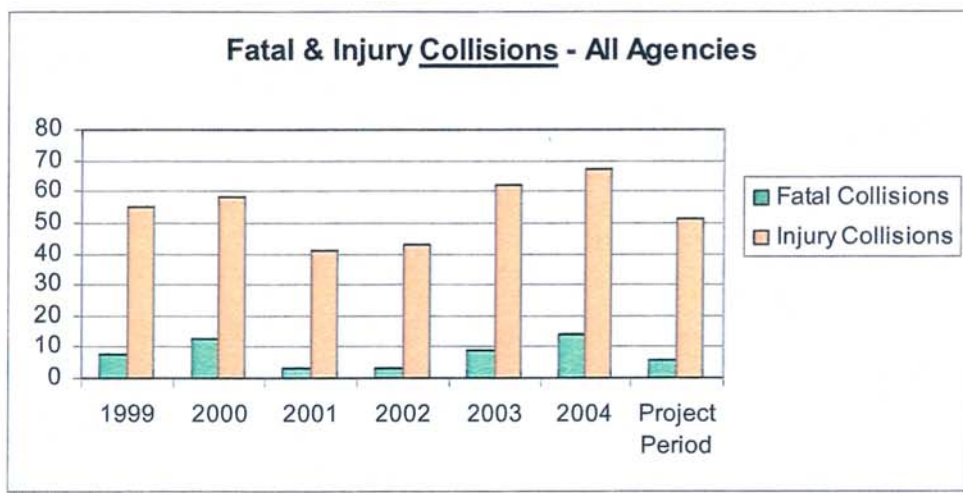
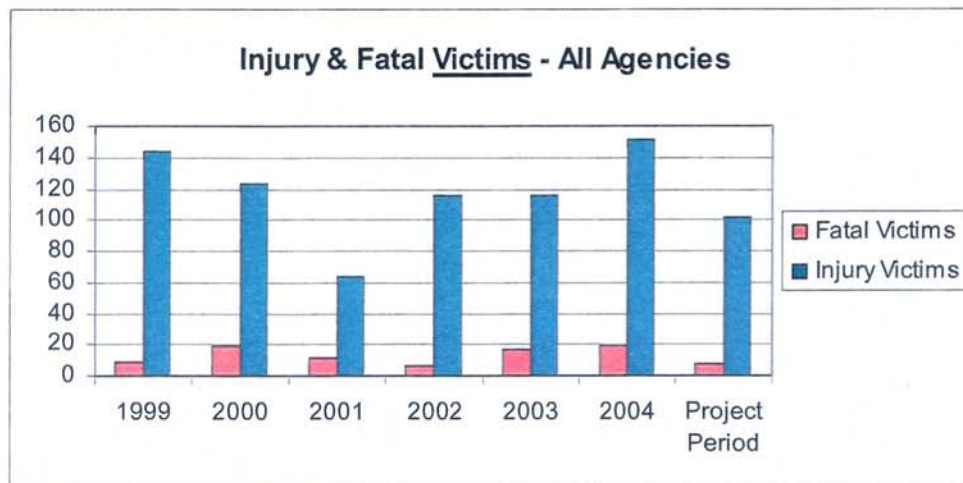
The Final Report is due to OTS by November 30, 2008.

PROBLEMS

No significant problems were encountered.

RESULTS

The U.S. 395 Safety Corridor is an excellent example of the “corridor” approach to rectify identified problems within a specific segment of roadway. During the Implementation Phase, 2,295.5 overtime hours were deployed on the corridor. Approximately 3,000 citations were issued by the participating law enforcement agencies. By using this approach, U.S. 395 experienced a 50 percent decrease in the number of fatal victims, and a 25 percent decrease in injured victims when compared to the 2003-2004 base period average. Fatal and injury collisions decreased 48 percent and 21 percent, respectively.



Analyzing collisions by agency indicates the increase in collisions within Victorville Police Department's jurisdiction (50 percent increase in fatal collisions and 103 percent increase in injury collisions) correlates with the 43 percent increase in population since 2000 and the resultant increase in traffic volume. To mitigate traffic problems, Caltrans has installed traffic control devices and widened intersections with turn lanes on the corridor in Victorville.

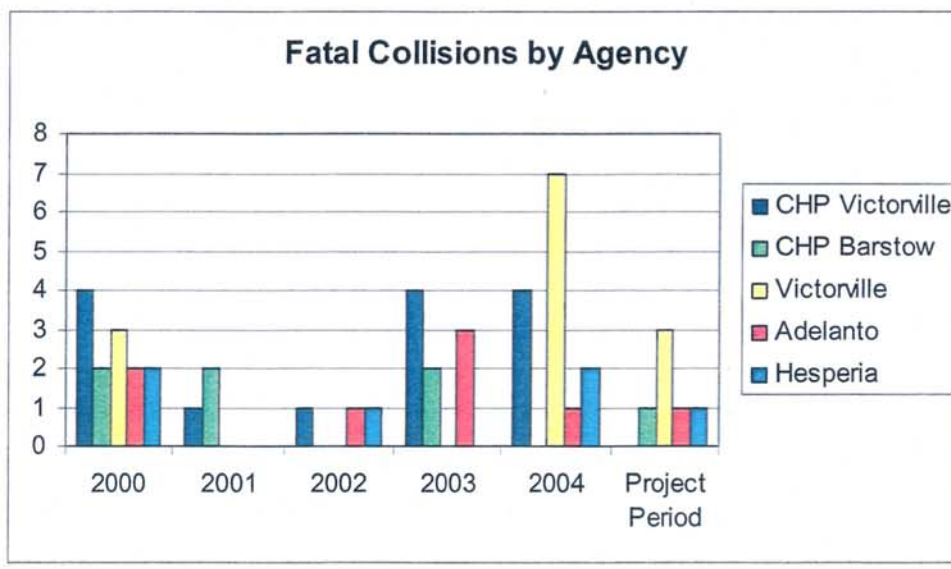
The northern less populated segment of the corridor within CHP Barstow's Area, is the portion of the corridor notorious for fatal head-on collisions. Slow-moving trucks paired with impatient drivers on a two-lane highway have resulted in disastrous collisions. Median rumble strips and some new signage were installed by Caltrans to heighten driver awareness of the location of legal passing segments.

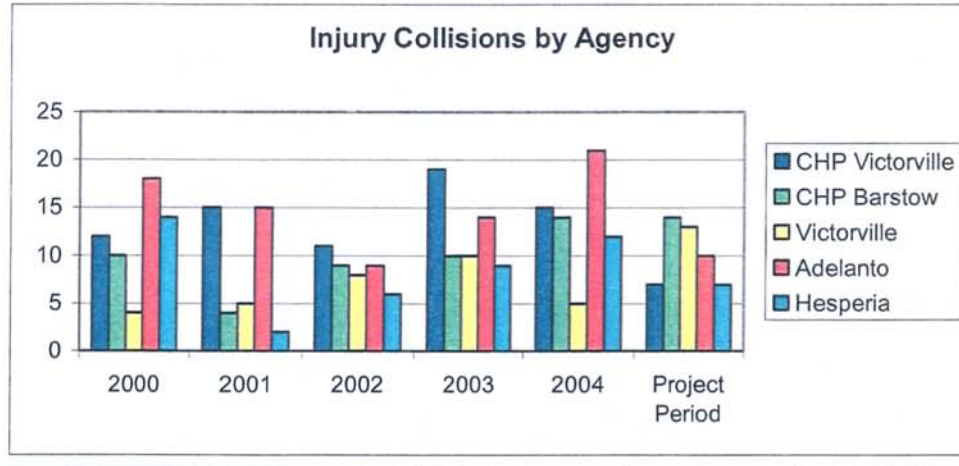
Fatal Collisions

Agency	2000/2004 Average	Project Period	Change
CHP Victorville	2.8	0	100% decrease
CHP Barstow	1.2	1	17% decrease
Victorville PD	2	3	50% increase
Adelanto PD	1.4	1	29% decrease
Hesperia PD	1	1	No change

Injury Collisions

Agency	2000/2004 Average	Project Period	Change
CHP Victorville	14.4	7	51% decrease
CHP Barstow	9.4	14	49% increase
Victorville PD	6.4	13	103% increase
Adelanto PD	15.4	10	35% decrease
Hesperia PD	8.6	7	19% decrease





The graphs above indicates the fatal and injury collisions by agency and year

COST EFFECTIVENESS

According to the 2004 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions (based on data provided by the United States Department of Transportation), the cost of one traffic collision fatality is \$3,143,000. For injury collisions, the economic cost ranges from \$23,000 to \$218,000 per victim, depending on injury severity. Accordingly, any reduction in fatal and injury collisions provides societal and economic benefit.

RECOMMENDATIONS

Task force members should continue to work together to promote highway safety through multi-agency enforcement, and by promoting public awareness and education campaigns committed to making U.S. 395 a safer road. The task force should also be cognizant of the realignment project plans.

The CHP Victorville and Barstow Areas should continue to use overtime hours from existing departmental statewide grants on the safety corridor.

The task force members agreed to continue to work together for the proactive development, implementation, and evaluation of traffic safety in and around the corridor site.

Annex A

State Highway Coalitions PT0507 Project Agreement



State of California
Business, Transportation & Housing Agency

PROJECT NUMBER
PT0507

OFFICE OF TRAFFIC SAFETY
GRANT AGREEMENT

PAGE 1 (To be completed by applicant Agency)

1. PROJECT TITLE
SAFE HIGHWAY COALITIONS

2. NAME OF APPLICANT AGENCY
CALIFORNIA HIGHWAY PATROL (CHP)

3. AGENCY UNIT TO HANDLE PROJECT
PLANNING AND ANALYSIS DIVISION (PAD)

4. PROJECT PERIOD
Month - Day - Year

From: 10-1-04

To: 9-30-08

5. PROJECT DESCRIPTION (Summarize the project plan covering the objectives, method of procedures, evaluation, and end product in approximately 100 words. Space is limited to six lines.)

The CHP will conduct a project to reduce vehicle-related fatalities and injuries along six high-collision highway (corridor) segments (to be determined upon site selection). This project includes both a public education and awareness campaign and enhanced enforcement directed at reducing fatalities and injuries on the selected corridors. Local coalitions/task forces comprised of interested parties from local, regional, state, and/or federal organizations and agencies, will be formed to address the issues on each corridor by comprehensively evaluating both causes and possible remedies. The coalitions/task forces will establish specific goals for fatality and injury reduction on each of the six corridors and develop *Safety Action Plans* for implementing short- and/or long-term solutions individually tailored to each. Fixed-wing aircraft and road patrol enforcement will be deployed on overtime along each corridor. The focus of the enforcement efforts will be on those violations which most commonly cause collisions on the identified corridors, or which may aggravate the consequences of those collisions, such as speeding and right-of-way violations.

6. FEDERAL FUNDS ALLOCATED UNDER THIS AGREEMENT SHALL NOT EXCEED: \$2,251,324.00

7. APPROVAL SIGNATURES

A. PROJECT DIRECTOR

NAME: L. D. DUMMER PHONE: (916) 657-4098
TITLE: Assistant Chief FAX: (916) 657-4087
ADDRESS: 2555 First Avenue
Sacramento, California 95818-2696
E-MAIL: ldummer@chp.ca.gov

(Signature)

(Date)

B. AUTHORIZING OFFICIAL OF APPLICANT AGENCY

NAME: K. P. GREEN PHONE: (916) 657-7194
TITLE: Assistant Commissioner, Staff FAX: (916) 657-7324
ADDRESS: 2555 First Avenue
Sacramento, California 95818-2696
E-MAIL: kgreen@chp.ca.gov

(Signature)

(Date)

C. FISCAL OR ACCOUNTING OFFICIAL

NAME: S. M. CAHILL PHONE: (916) 375-2733
TITLE: Commander FAX: (916) 375-2752
ADDRESS: 860 Stillwater Road
West Sacramento, California 95605-1649
E-MAIL: scahill@chp.ca.gov

(Signature)

(Date)

D. OFFICE AUTHORIZED TO RECEIVE PAYMENTS

NAME: Accounting Section
ADDRESS: P. O. Box 942900
Sacramento, California 94298-2900

SCHEDULE A
PROJECT NO.: PT0507

PROJECT DESCRIPTION

Page 1

BACKGROUND

A. General Characteristics

The California Highway Patrol (CHP) is an operating department within the Business, Transportation and Housing Agency (BT&H). Its authority and responsibilities are established in the California Vehicle Code. The overall purpose of the Department as a principal criminal justice agency is to ensure safety, security, and service to the public. This is accomplished through:

- Collision Prevention. To minimize the loss of life, personal injury, and property damage resulting from traffic collisions.
- Emergency Incident/Traffic Management. Minimizing exposure of the public to unsafe conditions resulting from emergency incidents, impediments, and congestion.
- Law Enforcement. To minimize crime.
- Assistance. To assist other public agencies.
- Services. To maximize service to the public in need of aid or information.

B. Streets and Highways

The Department is responsible for over 104,000 miles of highway. Of these, approximately 14,000 miles are state highways¹ and 90,000 miles are county roads. In 2002, approximately 231 billion miles were driven on CHP-patrolled highways.

C. Operating Department

The organizational structure of the CHP divides the state into eight field Divisions. Within these eight field Divisions are commercial vehicle inspection facilities; communications centers; and over 100 Area offices, substations, and resident posts. In addition to the field Divisions, there are nine Headquarters Divisions and four Headquarters Offices which fall under the direction of the Commissioner or the Assistant Commissioners, Field and Staff. The CHP Headquarters is located in Sacramento. For fiscal year 2003/2004, the CHP had over 10,000 authorized personnel positions, of which approximately 7,000 are uniformed and 3,000 are non-uniformed. The CHP has responsibility for providing 24-hour-a-day services every day of the year for approximately 34 million residents of the State of California and approximately 28 million motor vehicles.

¹ These include Interstate Routes, United States Routes, and State Routes.

SCHEDULE A
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 2

The CHP will be the Department directly responsible for conducting the project. Special Projects Section (SPS), Planning and Analysis Division (PAD), will be the Office of Primary Interest (OPI) for the project.

D. Existing System

Road patrol officers are deployed on major highway systems within the Department's jurisdiction according to past traffic collision experience and future projections. Traffic safety public information and education efforts are conducted by assigned CHP officers as resources permit. Additionally, bilingual officers work with non-English-speaking communities to encourage their involvement with traffic safety issues.

PROBLEM STATEMENT

In 2002, there were 2,275 fatal, 72,380 injury, and 152,864 property-damage-only collisions within the CHP's jurisdiction. As a result, 2,628 persons were killed and 113,177 were injured.

Safer highways in California are a vital concern for all travelers in the state. The CHP is continuously investigating ways to contribute to the state's safer roadways by improving the highway environment and changing driver behavior. While several public safety agencies have an interest or obligation to enhance traffic safety on state roadways, the CHP realizes that each agency tends to function independently within its area of responsibility on potential issues of concern. The CHP will select four high-collision highway segments as project corridors. The process for the selection of the highway segments will involve gathering statistical information from the Statewide Integrated Traffic Records Systems (SWITRS), California Department of Transportation (Caltrans), CHP Area offices, as well as soliciting support from local stakeholders who will be potential coalition/task force members.

Past projects indicate applying the task force approach composed of members representing the CHP, allied agencies, elected officials, local agencies, and the private sector, to implement short- and/or long-term changes to improve a selected high-collision segment of a highway has been successful. The CHP received the 2001 Herman Goldstein Award for Excellence in Policing for its task force/corridor projects.

ATTEMPTS TO SOLVE THE PROBLEM

Since October 2000, the CHP has conducted two projects, Corridor Safety Project Expansion, Phase VII, PT0140, which began October 1, 2000, and ends September 30, 2004; and Corridor Safety Project Expansion, Phase VIII, PT0310, which began October 1, 2002, and ends September 30, 2004. The "corridor" approach has promoted proactive and positive results. The projects have been effective in isolating and addressing traffic safety issues. Applying the "corridor" approach permits task forces to focus limited resources on specific locations, rather than conducting a statewide campaign.

SCHEDULE A
PROJECT NO.: PT0507

PROJECT DESCRIPTION

Page 3

By September 30, 2004, PT0140 and PT0310 will have been completed, and there is no indication that requests for assistance will diminish. Therefore, even though the evaluation periods for PT0140 and PT0310 end on September 30, 2004, it is expedient to have a procedure in place that allows additional projects to be chosen in Federal Fiscal Year 2004/2005.

The multidisciplinary corridor safety task forces, each of which works together to gain understanding of the problems on a particular corridor and then support and implement solutions, have proven to be a dynamic way of improving traffic safety, both in the short-and long-term, on previous corridors. Staff has streamlined processes and drawn upon past experience from eight corridor projects, involving 35 task forces. This project will apply the "corridor" approach to four corridors identified by high collision statistics.

PROJECT GOALS

1. To reduce the number of fatal victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by April 30, 2007
- Corridor 4 - by December 31, 2007

Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by May 31, 2006
- Corridor 4 - by January 31, 2007

2. To reduce the number of injured victims on high-collision highways for each corridor.

- Corridor 1 - by March 31, 2006
- Corridor 2 - by August 31, 2006
- Corridor 3 - by April 30, 2007
- Corridor 4 - by December 31, 2007

Exact goals will be established after each corridor task force's initial meeting.

- Corridor 1 - by April 30, 2005
- Corridor 2 - by September 30, 2005
- Corridor 3 - by May 31, 2006
- Corridor 4 - by January 31, 2007

SCHEDULE A

PROJECT NO.: PT0507

PROJECT DESCRIPTION

Page 4

PROJECT OBJECTIVES

1. To select four corridors recommended by CHP Divisions, based upon input from CHP Areas, Caltrans Districts, and regional transportation planning agencies by December 31, 2004.
2. To provide the Office of Traffic Safety (OTS) with the required documentation of local support² for each corridor.
 - Corridor 1 - by March 31, 2005
 - Corridor 2 - by August 31, 2005
 - Corridor 3 - by April 30, 2006
 - Corridor 4 - by December 31, 2006
3. To issue an operational plan³ for each corridor, establishing the method of operation and the policies applicable to carry out the grant program.
 - Corridor 1 - by December 31, 2004
 - Corridor 2 - by June 30, 2005
 - Corridor 3 - by February 28, 2006
 - Corridor 4 - by October 31, 2006
4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor.⁴
 - Corridor 1 - by March 31, 2005
 - Corridor 2 - by August 31, 2005
 - Corridor 3 - by April 30, 2006
 - Corridor 4 - by December 31, 2006
5. Task force members will be identified and the initial meeting for each corridor will be scheduled.
 - Corridor 1 - by January 31, 2005
 - Corridor 2 - by June 30, 2005
 - Corridor 3 - by February 28, 2006
 - Corridor 4 - by October 31, 2006

² Projects designated by OTS as "for local benefit" require documentation of "consent and acceptance" by representatives of local government. For "Corridor" projects, such documentation will be provided as soon as practical after selection of the roadways to be involved in the project.

³ The operational plan will contain a strategic distribution of allocated overtime hours.

⁴ Project materials will accommodate identified needs.

SCHEDULE A
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 5

6. To conduct a minimum of four task force/coalition meetings during each corridor's Implementation Phase.
 - Corridor 1 - by March 31, 2006
 - Corridor 2 - by August 31, 2006
 - Corridor 3 - by April 30, 2007
 - Corridor 4 - by December 31, 2007
7. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the respective corridor, and to identify potential short- and/or long-term solutions to the factors.
 - Corridor 1 - by September 30, 2005
 - Corridor 2 - by February 28, 2006
 - Corridor 3 - by October 31, 2006
 - Corridor 4 - by June 30, 2007
8. To implement at least two potential solutions per corridor within 12 months after each initial task force/coalition convenes.
 - Corridor 1 - by March 31, 2006
 - Corridor 2 - by August 31, 2006
 - Corridor 3 - by April 30, 2007
 - Corridor 4 - by December 31, 2007
9. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors (PCFs) during the Implementation Phase for each corridor.
 - Corridor 1 - ending March 31, 2006
 - Corridor 2 - ending August 31, 2006
 - Corridor 3 - ending April 30, 2007
 - Corridor 4 - ending December 31, 2007

SCHEDULE A
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 6

10. To conduct a public awareness campaign to include:
- a. Issuance of a news release announcing the kick-off of the project for each corridor.
 - Corridor 1 - by March 31, 2005
 - Corridor 2 - by August 31, 2005
 - Corridor 3 - by April 30, 2006
 - Corridor 4 - by December 31, 2006
 - b. To develop a project logo for each corridor.⁵
 - Corridor 1 - by March 31, 2005
 - Corridor 2 - by August 31, 2005
 - Corridor 3 - by April 30, 2006
 - Corridor 4 - by December 31, 2006
 - c. To conduct at least one public affairs officer (PAO) presentation per month during each corridor's Implementation Phase.
 - Corridor 1 - April 1, 2005, through March 31, 2006
 - Corridor 2 - September 1, 2005, through August 31, 2006
 - Corridor 3 - May 1, 2006, through April 30, 2007
 - Corridor 4 - January 1, 2007, through December 31, 2007
11. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues for each corridor.⁶
- Corridor 1 - by March 31, 2006
 - Corridor 2 - by August 31, 2006
 - Corridor 3 - by April 30, 2007
 - Corridor 4 - by December 31, 2007

⁵ The project logo will be used on appropriate project materials.

⁶ Note: Some of the incentive and educational items could include key rings, bumper stickers, posters, badges, stickers, T-shirts, hats, poster and essay contests, wristbands, pledges, books, press kits, or pamphlets. The traffic safety message will be project-related. Planned venues for distribution include safety presentations, community events, CHP informational booths, etc.

SCHEDULE A
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 7

12. To develop and include with each Final Report a *Safety Action Plan* addressing the traffic safety issues specific to each corridor.
- Corridor 1 - by January 31, 2007
 - Corridor 2 - by June 30, 2007
 - Corridor 3 - by February 28, 2008
 - Corridor 4 - by November 30, 2008

NOTE: Nothing in this agreement shall be interpreted as a requirement, formal or informal, that an officer issue a specified or predetermined number of citations in pursuance of the obligations hereunder.

METHOD OF PROCEDURE

A 48-month traffic safety project containing both educational and enforcement elements will be conducted. The project will be completed in four phases: Program Preparation, Implementation, Data Gathering and Analysis, and Final Report and Executive Summary.

The following table may be used as a reference when considering how the project phases apply to each corridor:

	Preparation	Implementation	Data Gathering and Analysis
Corridor 1	10-1-04 to 3-31-05	4-1-05 to 3-31-06	4-1-06 to 11-31-06
Corridor 2	4-1-05 to 8-31-05	9-1-05 to 8-31-06	9-1-06 to 4-30-07
Corridor 3	12-1-05 to 4-30-06	5-1-06 to 4-30-07	5-1-07 to 12-31-07
Corridor 4	8-1-06 to 12-31-06	1-1-07 to 12-31-07	1-1-08 to 9-30-08

Phase 1 – Program Preparation (October 1, 2004, through December 31, 2006)

All necessary preparatory actions will be accomplished to effect a prompt and smooth transition to the Implementation Phase. Preparatory actions include the following:

1. The operational plans will be developed and issued.
2. The project logo will be developed.

SCHEDULE A
PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 8

3. Project educational materials, and/or OTS-approved promotional items,⁷ will be selected and ordered.
4. The “kick-off” news release will be prepared⁸ and issued.
5. Requests for any necessary contractual documents will be submitted.
6. Draft contracts will be forwarded to OTS for approval, and copies of executed contracts will also be forwarded to OTS.
7. The OPI will accomplish any other preparations necessary for timely project implementation, e.g., planning community safety presentations, coordinating with allied/other agencies, completing the language survey, preparing purchase requisitions for submission after OTS’ official funding authorization, etc.

Phase 2 – Implementation (April 1, 2005, through December 31, 2007)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities include the following:

1. Uniformed personnel will be deployed on overtime in support of project goals/objectives.
2. Allied agencies will participate in overtime deployments.
3. Public affairs officers (PAOs) will conduct safety presentations at appropriate venues, and distribute project educational/promotional materials. Samples will be forwarded to OTS.
4. The OPI will report progress toward the project goals and objectives in quarterly reports through channels to OTS.⁹

⁷ All promotional materials (incentive items given to the public) must be specifically approved by OTS before items are ordered.

⁸ CHP regulations also specify requirements for internal organizational approval of news releases prior to issuance.

⁹ SWITRS collision data is normally available approximately six to eight months after the end of each reporting period. Throughout the project, unofficial locally-tracked collision data may be reported during the interim until official SWITRS data becomes available. Quarterly reports will clearly indicate any changes to previously reported data.

SCHEDULE A

PROJECT No.: PT0507

PROJECT DESCRIPTION

Page 9

Phase 3 – Data Gathering and Analysis (October 1, 2004, throughout September 30, 2008)

Statistical data relating to the project goals and objectives will be collected, analyzed, and incorporated in quarterly reports. Quarterly reports for the quarter ending September 30 will include year-to-date comparisons of goals and objectives.

These reports will compare actual project accomplishments with the planned accomplishments. They will include information concerning changes made by the Project Director in planning and guiding the project efforts.

Data will be gathered on all project activities and results in order to support quarterly and final reporting of progress toward accomplishment of project objectives and achievement of the project goals.¹⁰

Phase 4 – Final Report and Executive Summary (October 1, 2008, through November 30, 2008)

Begin the Final Report and Executive Summary in accordance with OTS requirements specified in the Grant Program Manual, Chapter 7. Both will be submitted to OTS within 60 days after the grant ends. For multiple-corridor projects, separate reports and executive summaries will be prepared for each corridor upon termination of that corridor. The separate reports will then be assembled for simultaneous submission to OTS by the due date as the overall project Final Report.

METHOD OF EVALUATION

Using the data compiled, the project manager will evaluate: (1) how well the stated project goals and objectives were accomplished, (2) whether all the activities outlined in the Method of Procedure were performed in accordance with the grant agreement, and (3) the project's cost effectiveness.

STATEMENT OF INTENT

It is the intent of the CHP to continue to identify specific traffic safety issues and to focus both enforcement and education resources to resolve or mitigate the influence of those issues on California's mileage death rate. The level of effort applied to address specific traffic safety issues will depend on competing priorities and available resources. CHP intends to devote available resources to reduce collisions statewide.

¹⁰ Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a "special project code" to track the number of citations issued and the types of violations. Also, in accordance with OTS' August 2003 instructions regarding those projects for which the Data Gathering Phase continues for six months or longer after the Implementation Phase ends, no quarterly report for the last calendar quarter (or portion thereof) of project activity prior to the project ending date will be submitted, since the Final Reports will suffice.

SCHEDULE B
PAGE 1
DETAILED BUDGET ESTIMATE
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06	FY-3 10/1/06 to 9/30/07	FY-4 10/1/07 to 9/30/08	
A. PERSONNEL COSTS (Positions & Salaries)					
Uniformed Overtime Hours					
(Hours and rates are approximations only. See Schedule B-1 for details.)					
1. Sergeant - 1,495 Hours					
1/1/05 - 9/30/05	\$7,598.58				\$7,598.58
1,165 @ \$59.01 10/1/05 - 9/30/06		\$68,746.65			68,746.65
252 @ \$68.83 10/1/06 - 6/30/07			\$17,345.16		17,345.16
88 @ \$74.34 7/1/07 - 9/30/07			6,541.92		6,541.92
63 @ \$74.34 10/1/07 - 12/31/07				\$4,683.42	4,683.42
2. Officer - (includes 150 Court Hours) - 14,979 Hours					
1/1/05 - 9/30/05	69,417.12				69,417.12
11,664 @ \$48.61 10/1/05 - 9/30/06		566,987.04			566,987.04
2,525 @ \$56.70 10/1/06 - 6/30/07			143,167.50		143,167.50
879 @ \$61.23 7/1/07 - 9/30/07			53,821.17		53,821.17
625 @ \$61.23 10/1/07 - 12/31/07				38,268.75	38,268.75
3. Officer (Pilot & Observer Flight Crews) - 389 Hours					
1/1/05 - 9/30/05	0.00				0.00
283 @ \$107.44 10/1/05 - 9/30/06		30,405.52			30,405.52
80 @ \$125.32 10/1/06 - 6/30/07			10,025.60		10,025.60
30 @ \$135.35 7/1/07 - 9/30/07			4,060.50		4,060.50
15 @ \$135.35 10/1/07 - 12/31/07				2,030.25	2,030.25
4. Uniformed Overtime Benefits					
@ 11.721%	7,830.07				7,830.07
@ 9.493%		63,236.60	22,304.93	4,270.18	89,811.71
5. Public Safety Dispatchers - 366 Hours					
1/1/05 - 9/30/05	1,410.92				1,410.92
401 @ \$33.58 10/1/05 - 9/30/06		13,465.58			13,465.58
63 @ \$37.02 10/1/06 - 6/30/07			2,332.26		2,332.26
21 @ \$38.87 7/1/07 - 9/30/07			816.27		816.27
19 @ \$38.87 10/1/07 - 12/31/07				738.53	738.53

SCHEDULE B
PAGE 2
DETAILED BUDGET ESTIMATE
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06	FY-3 10/1/06 to 9/30/07	FY-4 10/1/07 to 9/30/08	
A. PERSONNEL COSTS (Positions & Salaries) - continued					
Non-Uniformed Overtime Hours (continued)					
6. Clerical Support -					
367 Hours					
1/1/05 - 9/30/05					
976.54					
976.54					
399 @ \$25.95 10/1/05 - 9/30/06					
10,354.05					
63 @ \$28.61 10/1/06 - 6/30/07					
1,802.43					
21 @ \$30.04 7/1/07 - 9/30/07					
630.84					
19 @ \$30.04 10/1/07 - 12/31/07					
570.76					
570.76					
7. Graphic Designer III -					
25 Hours					
10 @ \$42.92 1/1/05 - 9/30/05					
0.00					
26 @ \$42.92 10/1/05 - 9/30/06					
1,115.92					
1,115.92					
8. TV Specialist -					
44 Hours					
1/1/05 - 9/30/05					
0.00					
0.00					
31 @ \$41.18 10/1/05 - 9/30/06					
1,276.58					
1,276.58					
12 @ \$43.24 10/1/06 - 9/30/07					
518.88					
518.88					
9. Non-Uniformed Overtime Benefits					
@ 15.504%					
351.35					
351.35					
@ 14.680%					
3,847.94					
895.58					
192.20					
4,935.72					
Non-Uniformed Regular-Time Salary					
(100% unless otherwise indicated)					
10. AGPA (Project Management) - 2					
45 Months					
10/1/04 - 9/30/05					
119,946.48					
119,946.48					
12 @ \$5,247.00 10/1/05 - 9/30/06					
125,928.00					
125,928.00					
9 @ \$5,509.00 10/1/06 - 6/30/07					
99,162.00					
99,162.00					
3 @ \$5,785.00 7/1/07 - 9/30/07					
34,710.00					
34,710.00					
9 @ \$5,785.00 10/1/07 - 6/30/08					
\$104,130.00					
104,130.00					
3 @ \$6,074.00 7/1/08 - 9/30/08					
\$36,444.00					
36,444.00					

SCHEDULE B
PAGE 3
DETAILED BUDGET ESTIMATE
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06	FY-3 10/1/06 to 9/30/07	FY-4 10/1/07 to 9/30/08	
A. PERSONNEL COSTS (Positions & Salaries) - continued					
Non-Uniformed Regular-Time Salary (continued)					
11. Non-Uniformed Regular-Time Benefits @ 56.316% @ 44.144%	47,568.63	55,589.66	59,096.46	62,054.99	47,568.63 176,741.11
Category Sub-Total	\$255,099.69	\$940,953.54	\$457,231.50	\$253,383.08	\$1,906,667.81
B. TRAVEL EXPENSE					
1. In-State	\$7,985.56	\$15,000.00	\$12,000.00	\$2,000.00	\$36,985.56
2. Out-of-State	1,626.66	20,373.34	11,000.00	5,000.00	38,000.00
Category Sub-Total	\$9,612.22	\$35,373.34	\$23,000.00	\$7,000.00	\$74,985.56
C. CONTRACTUAL SERVICES					
1. Allied Agencies	\$864.40	\$79,135.60	\$20,000.00	\$4,500.00	\$104,500.00
2. Paid Media	0.00	49,014.44	13,000.00		62,014.44
Category Sub-Total	\$864.40	\$128,150.04	\$33,000.00	\$4,500.00	\$166,514.44
D. EQUIPMENT					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

SCHEDULE B
PAGE 4
DETAILED BUDGET ESTIMATE
PROJECT NO. PT0507

	FISCAL YEAR (FY) ESTIMATES				TOTAL COST TO PROJECT
	FY-1 10/1/04 to 9/30/05 Actual Costs	FY-2 10/1/05 to 9/30/06	FY-3 10/1/06 to 9/30/07	FY-4 10/1/07 to 9/30/08	
E. OTHER DIRECT COSTS					
Applicable taxes included.					
1. Promotional Items	\$2,815.68	\$4,184.32	\$2,000.00		\$9,000.00
2. Educational Materials	11,572.76	15,000.00	4,000.00		30,572.76
3. Training	0.00	2,000.00	1,000.00		3,000.00
4. Corridor Signs	699.97	3,250.03	1,000.00		4,950.00
5. Minor Equipment		8,210.63			8,210.63
6. Services (Task Force)					
a. Meeting Facility Fees	384.00	2,000.00	1,400.00	600.00	4,384.00
b. Transportation Fees	0.00	2,000.00	1,200.00		3,200.00
c. Display Booth Fees	0.00	1,800.00	300.00		2,100.00
7. Fixed-Wing Aircraft Direct Operating Costs					
389 Hours					
1/1/05 - 9/30/05	2,909.26				2,909.26
225 @ \$75.00 10/1/05 - 9/30/06		16,875.00			16,875.00
80 @ \$75.00 10/1/06 - 6/30/07			6,000.00		6,000.00
30 @ \$75.00 7/1/07 - 9/30/07			2,250.00		2,250.00
15 @ \$75.00 10/1/07 - 6/30/08				1,125.00	1,125.00
8. Graphic Services Support	2,579.54	4,000.00	2,000.00		8,579.54
Category Sub-Total	\$20,961.21	\$59,319.98	\$21,150.00	\$1,725.00	\$103,156.19
F. INDIRECT COSTS					
Category Sub-Total	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
PROJECT TOTAL	\$286,537.52	\$1,163,796.90	\$534,381.50	\$266,608.08	\$2,251,324.00

SCHEDULE B-1

PROJECT NO.: PT0507

BUDGET NARRATIVE

Page 1

A. PERSONNEL COSTS

Overtime:

- **Sergeant.** Overtime is provided for required supervision of activities.
- **Officer.** Overtime is provided for enforcement,¹ court appearances, public awareness safety presentations, and fixed-wing flight crews.
- **Public Safety Dispatcher (PSD) Support.** Overtime is provided for required dispatch support.
- **Clerical Support.** Overtime is provided for clerical staff to process the additional documents generated by the enhanced enforcement efforts.
- **Graphic/Photographer Support.** Overtime is provided for staff at the CHP Academy's Graphic Services Unit to develop and produce a project logo and/or other project materials. Overtime is also provided for a Photographer to produce pictorial products for use in reporting requirements and public awareness materials for the project.

Non-Uniformed Regular-Time Salary:

- **Associate Transportation Planner (ATP)/Associate Governmental Program Analyst (AGPA).** Two (2) full-time ATP/AGPA salaries are provided for the required project management.

Notes:

Overtime hours will be appropriately distributed among participating commands. Unused non-uniformed hours (either overtime or regular) may revert to enforcement. In addition, unused clerical support hours may also revert to PSD, and graphic/photographer support overtime in lieu of enforcement. Overtime is budgeted for specific positions. However, whenever a person within the specific position classification is not available, a supervisor may fill in. For example, a sergeant may work in place of an officer; a PSD Supervisor may work in place of a PSD; an Office Services Supervisor may work in place of an Office Assistant or Word Processing Technician.

¹ Enforcement may also include motorcycle officers and/or aircraft flight crews with the number of hours adjusted proportionately for differences in pay rates.

SCHEDULE B-1

PROJECT NO.: PT0507

BUDGET NARRATIVE

Page 2

Estimated personnel costs were based on current pay rates with projected annual increases each July. If multiple positions are specified, estimates were based on the most costly position. Hours, rates, and salaries indicated in Schedule B are approximations only, and may change during the project period. The intent is to use all available funding for the positions and functions described. Employee benefit rates indicated in the table below (as applicable) were also used in calculating estimated costs.

BENEFIT RATES²

DESCRIPTION	OVERTIME		REGULAR SALARY	
	Uniformed	Non-Uniformed	Uniformed	Non-Uniformed
OASDI	N/A	6.200%	N/A	6.200%
Medicare	1.450%	1.450%	1.450%	1.450%
State Compensation	8.043%	7.030%	8.043%	7.030%
Health, Dental, & Vision			10.754%	13.522%
Retirement			34.396%	15.942%
Total	9.493%	14.680%	54.643%	44.144%

B. TRAVEL EXPENSE

- In-state.** Such travel includes necessary travel by SPS and task force/coalition personnel to corridor sites/meeting locations. Due to task force scheduling considerations, meetings and travel may occur after the end of the Implementation Phase. Funding will also permit travel by the grant program coordinator and GMS personnel to OTS conferences and seminars as determined by CHP Executive Management. Attendance at these events provides the program coordinator and GMS staff an opportunity to exchange pertinent information with other grant personnel concerning the grant process.
- Out-of-state.** Funding provides for attendance by appropriate CHP personnel at various conferences and meetings of national traffic safety organizations such as the Transportation Research Board, International Association of Chiefs of Police, American Association of Motor Vehicle Administrators, American Association of State Highway and Transportation Officials, Combined Accident Reduction Effort, and the annual Lifesavers Conference. Additionally, project out-of-state travel funds would provide for attendance at conferences and meetings where the corridor concept or other traffic-safety-related issues are discussed or presented, including Congressional training courses. These meetings and conferences will provide an excellent forum for discussion of California's corridor safety projects, as well as other traffic safety initiatives/programs, and sharing of information with other states conducting similar projects. All out-of-state travel is to receive prior approval from the Office of Traffic Safety (OTS).

² Rates shown were provided by CHP Accounting Section and were current as of the date of drafting of this document. However, rates may subsequently change, if appropriate, based upon standard departmental procedures for updating such rates.

SCHEDULE B-1

PROJECT No.: PT0507

BUDGET NARRATIVE

Page 6

F. INDIRECT COSTS

Indirect costs are included as an agency contribution in Schedule A-1.

G. PROGRAM INCOME

There will be no income generated as a result of this project.

Annex B

Safety Action Plan

SCHEDULE B-1

PROJECT NO.: PT0507

BUDGET NARRATIVE

Page 3

Note: Travel expenses include conference/seminar registration fees as well as hotel, transportation, and per diem costs.

C. CONTRACTUAL SERVICES

- Funding for allied agency participation is provided. For corridor projects, allied agencies most commonly include Caltrans, and occasionally local law enforcement agencies with jurisdiction over selected corridor sites. Caltrans personnel participate in corridor task forces and/or provide expertise in development/review/implementation of safety action plans. If local law enforcement agencies agree to participate in the project, funding is provided to reimburse such agencies for personnel overtime costs. Personnel overtime will be used for activities specifically related to, and in direct support of, the project (e.g., additional enforcement, seatbelt checkups, child passenger restraint checkups, sobriety checkpoints, etc., as applicable based upon the focus of the corridor).
- Paid Media. Funding is provided for the production and airing of public service announcements to promote the goals and objectives of the project.

D. EQUIPMENT

No funding is provided for major equipment.

E. OTHER DIRECT COSTS

Corridor projects are unique in that site selection occurs after project commencement. After site selection, and based upon local conditions specific to each corridor, the associated task force determines necessary support items appropriate to its respective corridor. Therefore, expected needs in this category have not yet been identified, and flexibility in selection of such items is essential.

To accommodate this needed flexibility while fulfilling OTS requirements for specificity, each line item indicated in the Schedule B for this project is described below by a list of items commonly purchased by task forces during earlier corridor projects. The task force/coalition for each corridor in this project will choose the most appropriate items from those listed below based upon local conditions and allocated funding. The OPI will ensure that each task force exercises prudent judgment in determining which items to purchase, and the quantity of each. Quantities for strictly price-dependent items (e.g., bike helmets, child passenger restraints, radar units, etc.) are approximations only and may vary based on final unit cost.

SCHEDULE B-1

PROJECT No.: PT0507

BUDGET NARRATIVE

Page 4

Upon task force/coalition selection of requested items, the list will be promptly forwarded via e-mail/fax through GMS to OTS for information. If OTS objects to any intended purchase, the Regional Coordinator may notify GMS, which will then terminate the acquisition if possible. If special circumstances warrant purchase of an appropriate and essential item not listed below, GMS will forward a fax/e-mail request to OTS for pre-purchase approval.

Corridor project budgets commonly include promotional items, educational materials, minor equipment, supplies, and services as line items. The following descriptions clarify each of these budget line items, and also list the most commonly purchased goods or services associated with that budget line item.

- **Promotional Items.** Promotional items are generally incentive handouts distributed at appropriate venues to encourage project support by the public. Such items include those listed in Schedule A, and/or other similar items of nominal value approved by OTS. In addition, certain corridor projects may focus on specific groups (e.g., children, commercial truck drivers, etc.). In those corridor projects, promotional items may also include handouts specifically tailored to the targeted group (e.g., child safety seats and bike helmets for children, or truck-related items such as log books, flashlights, compact disk wallets, tire tread depth gauges, tire pressure gauges, etc. for truck drivers). Also, community leaders who voluntarily participate as task force/coalition members are normally recognized for their service to local traffic safety through token awards, typically including such items as plaques, glass awards, coasters, and desk accessories (e.g., paperweights, quality writing sets, etc.), or other similar items of nominal value. All promotional items purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably permit) in the following order of precedence: project (if applicable), CHP, OTS, and BT&H.
- **Educational Materials.** Essential elements of any public awareness campaign, such items typically include production/printing/duplication of rack cards, flyers, brochures, signs, banners, posters, and/or other project-related printed materials. Displays (tabletop or free standing) for project-related printed materials may also be purchased. (Due to cost considerations, displays will be limited to a maximum of one per participating Area.) The production of decals identifying each safety corridor as such (for placement on permanent corridor signs as subsequently described) is also included. Under special circumstances, educational materials could also include production of audio-visual materials. All educational materials purchased under this grant will contain a project-related traffic safety message, and display appropriate logos (as space and cost reasonably) in the following order of precedence: project (if applicable), CHP, OTS, and BT&H.
- **Training.** Funding is provided for transportation planning courses to support the transportation elements of the "corridor" approach.

SCHEDULE B-1

PROJECT NO.: PT0507

BUDGET NARRATIVE

Page 5

- **Corridor Signs.** Along and within corridor rights-of-way, Caltrans may also produce and install permanent blank metal signs (to which safety corridor identification decals referenced earlier are then affixed). Outside corridor rights-of-way, permanent signs may be produced and installed on private property as appropriately negotiated. Installation costs of any such permanent signs are considered non-reimbursable and are not included. The number of signs per corridor will vary depending upon corridor length, available resources, and other factors. Cost estimates for the signs are based on an average Caltrans production cost of \$300 per sign.

- **Minor Equipment.** This line item provides necessary support equipment for use by the Contra Costa substation, task forces, Academy graphic/photographic support personnel, and other assigned CHP Headquarters project coordinators to meet project objectives. Typically, this could include: office machines (faxing, laminating, binding, or multi-function machines), laptop computers, personal computers, printers, scanners, portable external hard drives, compact disk read-write (CD RW) drives, associated software, liquid crystal display (LCD) projectors and peripherals (screens, audio equipment, etc.), cameras (still or video), television/video camera recorder/digital video disk (TV/VCR/DVD) combinations, and hand-held radar units. Due to cost considerations, all items are normally limited to a maximum of one per participating CHP Area. Accessories, upgrades, and extended warranties may be included for any minor equipment items as appropriate.

Funding is also included for supplies which generally include those needed for operation of support equipment described earlier (memory cards for digital cameras, computer floppy or compact disks, printer cartridges, laminating and binding materials, paper, etc.).

- **Services.** Funding provides required support for task force/coalition meetings and site surveys (i.e., meeting facility fees, and costs of transporting the task force to the site). Transportation costs could include rental of appropriate conveyance (i.e., buses, vans, etc.). Fees associated with establishment of informational booths at appropriate venues are also included.

Sales tax, based upon the applicable rate(s) for the point(s) of delivery, has been included in the estimated cost of each item described.

- **Fixed-Wing Aircraft Direct Operating Costs (Flight Hours).** Funding in the Other Direct Costs category also provides for reimbursement of direct operating costs associated with aircraft flight hours to support the enhanced ground enforcement efforts. Aerial support may be used to detect and track violators, and to assist ground personnel in alleviating traffic safety hazards associated with collisions. Direct operating costs include fuel, oil, and maintenance costs, but do not include expenditures for flight crews. Although the budget estimates are based upon average fleet-wide operating costs for fixed-wing aircraft, rotary-wing aircraft may be substituted for fixed-wing flight hours on a cost-proportional basis (i.e., one rotary-wing flight hour may be substituted for four fixed-wing flight hours).

395 a safety corridor. A status state officials agreed to in 2004.

A three-year grant of \$348,000 went to the California Highway Patrol in Victorville that has been used for safety campaigns and increased patrol of Highway 395.

But this is only a small step toward Highway 395 improvements and the amount of money isn't much when considering the large costs. Still advocates of a safer Highway 395 remain active and hopeful.

Funding issues

Making Highway 395 a priority has been a challenge.

One reason is no one lives along the roadway, says Denise Simmons, Highway 395 Task coordinator.

"For years no one did anything about it because the truth is those involved in accidents may not even live in the area. Politicians don't get involved because no one lives in the open spaces where accidents happen," said Simmons, a former Ridgecrest resident who lost her father to a Highway 395 accident.

Another reason is that the money has to be granted by the California Department of Transportation who has limited funding for all the projects in the state.

"When you consider all the other roads and freeways like I-15 between Las Vegas and San Bernardino, then Highway 395 gets further down the priority list," said Jon McQuiston First District County Supervisor who also works on regional transportation issues as a director with the Kern Council of Government

State transportation authorities said they do evaluate each project to determine if the benefits outweigh the costs. "It is expensive to build new roads," said one official.

San Bernardino Associated Governments who use Measure I money to fund several transportation projects for cities in San Bernardino County agree building roads is expensive.

Measure I is a half-cent sales tax passed by voters that pumps over \$700 million into road improvements for San Bernardino County cities. Some of that money will be used for Highway 395

ONLINE POLL

Should eminent domain be used to improve China Lake Boulevards?

- ☐ Yes
☐ No
☐ Undecided

submit

[View Results](#)

ADVERTISEMENTS



RSS FEEDS

[Click here to find out about our RSS feeds and what they are](#)

too.

But the first phase of a two-phase Highway 395 project costs \$75 million and the entire project is currently estimated at \$961 million and rising, SBAG Public Information Officer Cheryl Donahue said.

Project breakdown

The proposal covers 44 miles from the junction of Interstate 15 (I-15) and US 395 to half mile south of Farmington Road.

Currently US-395 is a two-lane undivided highway but it does transition into a two-lane undivided controlled access expressway through the City of Adelanto and has scattered passing lanes within the project area.

SBAG has asked that US-395 be realigned from its current location westerly. This should be done in two phases.

The first phase would would construct a six-lane freeway from I-15 to Desert Flower Road through Adelanto, western Hesperia, San Bernardino County and Victorville.

Phase two would construct a four-lane expressway from Purple Sage Street in northern Adelanto to Farmington Road two miles north of Kramer Junction (State Route 58 and US-395).

Donahue said the project is intended to decrease current congestion levels and relieve any future congestion problems on US-395. Expanding US-395 also helps to improve the movement of goods and recreational traffic between San Bernardino County and the Central Valley.

More importantly, widening US-395 will help improve safety.

US-395 was identified by NBC's Dateline Newsmagazine as one of the most dangerous two-lane highways in America and accident statistics support this claim.

"Between October 1997 and September 2000, 392 accidents occurred in the proposed project area and 25 fatalities occurred as a result of these accidents," according to state records.

While many counties are contributing funds toward the project it still isn't enough.

For example, Inyo, Kern and Mono counties each have allocated \$2 million of their Regional Improvement Program money for Highway 395.

"These counties, who along with San Bernardino County just recently formed the Eastern California Planning Area, realize the importance of improving US-395 and have put their money behind the project," Donahue said. "Having these counties allocate funds for projects in San Bernardino County is unprecedented."

An estimated \$4 million RIP funds by San Bernardino County, \$4 million of Interregional Transportation Improvement Program funds from Caltrans and \$400,000 from SAFETEA-LU also has been set aside for Highway 395.

Still, this is far less than what is needed.

Meantime, Caltrans has started their Project Approval and Environmental Document (PA&ED) phase this week, which is scheduled to be completed in 2009, Caltrans Public Affairs Officer Terri Kasinga said.

Highway 395 history

Highway 395 use to be a trade route for California Native Americans and then a wagon trail.

Today it's one of seven US highways left in the state.

These routes include highways 6, 50, 95, 97, 101, 199 and 395.

Three of them, routes 95, 97 and 199 have remained unchanged while US 6 has been all but eliminated, though there is a short stretch between Bishop and the Nevada border still in existence.

The other three, routes 50, 101 and 395 have more or less been completely transformed into modern superhighways.

Today there's more than 15, 800 vehicles that travel Highway 395 a day, more than twice as many as 20 years ago, reports the California Department of Transportation.

It also has become an important truck route and as

development along the route continues, the road will become more travelled.

Making it less dangerous is something that has been a challenge.

"Even small improvements are a victory," say Highway Task Force officials.

For example Caltrans did install double yellow lines that are also rough cut in the center to prevent passing on the stretch of US-395 about 15 miles north of Adelanto on the way to Kramer Junction. The double yellow no passing goes for about 10 miles.

While most of the focus has been on the southern route of Highway 395, Caltrans has also made improvements on the roadway heading north. For example, in the past five years, Highway 395 has been expanded three places: Big Pine, south of Big Pine past Poverty Hills and north of Lee Vining to Mono County Line.

"We'll just have to keep trying," Simmons said. "At least we now have people outside the Indian Wells Valley thinking about it."

Comments

Comments are limited to 200 words or less.

Name:

Comments:

Current Word Count: 0

Image Verification:



Post Comment

DAILY PRESS

Click Here to

Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"



High Desert Primary Care
Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 948-6606
► View our location

Web Cameras
Sigalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay

AFFILIATES



ASK US
ABOUT OUR
4 ROOM
FREE OFFER

Dania Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirecTV Retailer



Click Here
New Home
Listings Daily



Site Search:

Search

Saturday, February 18, 2006

Victorville building boom intensifies

Permits for 2,100 homes issued in past six weeks

By MIGUEL
GONZALEZ/Staff Writer

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00
to 4:30, located at 16553 Flintridge, Hesperia.
Call Artisan Real Estate at (760) 242-0081.

VICTORVILLE — The city
has opened up the year
with a big construction
bang.

After processing close to
2,600 home building
permits in 2005,
Victorville has already processed 2,100 permits in the first six weeks of
2006. Officials say that most of the growth will come in the western part of
the city.

"It hit us and it's really amazing," Councilwoman JoAnn Almond said Friday.
"The expansion has been coming for a long time, but this year it looks like it
could be incredible for growth in our city."

At this pace, Almond predicted Victorville could hit the 100,000-residents
mark by June.

Frontier Homes ranks among the biggest developers in that area with around
600 homes in the development stages. Frontier President Doug Stewart
explained that west Victorville is the only area of the city that allows for this
type of growth.

"I think folks prefer to live in that area as well," he said. "I think customers
like the access to Highway 395 and the fact that they don't have to go
through Bear Valley Road to get home."

Almond said the City Council and city staff have been preparing for the
growth of this area and the infrastructure that it will require.

"We just added a fire station and two more are in the works. We are also
working with developers and the school district to add schools and parks to

HighDesert.com
Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

the area."

Almond recognized the new area will also need increased attention from the Sheriff's Department.

"I am going to be pushing to add more deputies to that area when we go through our mid-year budget review in June," Almond said.

City spokeswoman Yvonne Hester said there are four schools planned for that area to meet the increase in population.

Stewart said rooftops have also attracted the interests of retailers, who are now developing plans for stores in west Victorville.

"We are looking at buying a couple of commercial pieces ourselves," he said.

Baldy Mesa Water District General Manager Guy Patterson said Friday that the expansion will succeed as long as reclaimed water and aqueduct water are used for these projects.

"We have also recommended to our board the approval of a connection fee of \$9,150 per new home to handle the growth," Patterson said. "If for some reason it is not adopted, we will not be able to handle the growth."

Patterson said he was also concerned about the use of construction water, which last year totaled 70 million gallons.

"That number could double this year and that's why we are encouraging the use of recycled water," he said.

Almond said that many things need to come together to ensure west Victorville will become a vibrant community with all the necessary services.

"We are still playing catch up with the issue of traffic, but I believe with the cooperation of developers, retailers, school officials and citizens, we will be able to meet the challenge."

Miguel Gonzalez can be reached at mgonzalez@vvdailynews.com or 951-6232.

[Ads by Goooooogle](#)

Victorville CA Homes
Instantly View
Thousands of
Homes Search the
Victorville CA mls
www.ZipRealty.com

Criminal Defense Attorney
Sacramento,
Stockton, Modesto
All Crimes - Free
Consultations
www.criminalattorney.com

New Homes in Hesperia CA
Danbury Park
semi-custom half
acre homes,
granite, maple,
move-in now!
www.newhomesinhesperia.com

High Desert Real Estate
Homes, Land,
Investment,
Commerical
Phelan, Victorville,
Hesperia area.
www.highdesert-homes.net

[Advertise on this site](#)

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

DAILY PRESS

Click here to

Subscribe Now

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"



High Desert Primary Care Medical Group
Victorville
(760) 241-5656
Hesperia
(760) 948-5606
▶ View our location

Web Cameras
Sigalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay

AFFILIATES



FREE 4 ROOM OFFER
Call for details
FREE CTV & DVD

AL & KEN'S
satellite & audio
Authorized DirecTV Dealer

Wednesday, February 1, 2006

Cities expect \$120 million for roads

Plan tells how Measure I funds will be spent

By TRACIE TROHA

Staff Writer

VICTORVILLE — More than \$120 million in county transportation funds will be spent in the High Desert over the next five years to improve roadways.

The money will be used to repair major arterial streets, some residential streets and provide discounted transportation for the elderly and handicapped in all of the High Desert cities and outlying unincorporated areas.

The funding is provided through the county's Measure I, the half-cent sales tax used for transportation improvements.



Aaron J.H. Walker / Staff Photographer

Bikers wait as a freight train passes on what would be the east side of the proposed Ranchero Road underpass in Hesperia. The City of

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.



Click here
New Listings

Site Search

Search

HighDesert.com
Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

Hesperia is seeking to use Measure I funds to create the long wanted Ranchero underpass that would provide an alternate east-west route through the city.

Cheryl Donahue, spokeswoman for the San Bernardino Associated Governments, said the cities are required to develop a five-year plan for their Measure I funds and keep it updated.

"It provides us with a look at what they (High Desert cities) have in place over the next few years," Donahue said.

The city of Hesperia is expected to receive a total of \$9 million over the course of Measure I funding.

The money for this fiscal year will be used to partially pay for the environmental study and construction of the Ranchero Road underpass. Other plans include the widening of Lemon Street and Seventh Avenue and make drainage improvements on Main Street.

Measure I funds between 2007 and 2010 will be put towards the city's Pavement Rehabilitation project.

The Town of Apple Valley will receive a total \$19 million from Measure I. Plans for this fiscal year include the widening of Apple Valley Road and improvements on Dale Evans Parkway.

Other projects planned for the next five years include improvements on Yucca Loma Road and the widening of the Bear Valley Road/Mojave River bridge.

In Victorville, projects totaling \$15 million in Measure I funds are expected to be either completed or in progress by the end of the fiscal year.

Included among those projects is the widening of sections of Air Expressway and Hesperia Road. Construction on Nisqualli Road is also expected to begin in spring.

In 2008, the city is anticipating the construction of an east-west corridor between Highway 395 and I-15. Overall, a total of more than \$72 million in Measure I funds will be spent on the city's roadways by 2010.

The city of Adelanto will receive \$8 million in Measure I funds over the next five years.

Among the planned projects for this fiscal year include paving and widening the Adelanto Towne Center, paving of El Mirage Road and full street improvements for Highway 18 to Seneca.

Several citywide general street repairs are also expected to take place between 2007-08 and 2010.

The unincorporated areas of Victor Valley are expected to receive \$12 million from Measure I for various projects, including an update on the Victor Valley Congestion Management Plan.

Improvements are set to take place this fiscal year on Beekley Road, Dos Palmas Road and Nelson Road.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

© Daily Press, a Freedom Communications Newspaper
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#) | [RSS](#)

DAILY PRESS


[Click here](#)
[Subscribe](#)

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Weather](#)
[N.I.E.](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Tech Talk](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Coupons](#)

TRAFFIC

Sponsored by

"Our Family Caring
For Your Family"



High
Desert
Primary
Care
Medical Group

Victorville
(760) 241-6666
Hesperia
(760) 948-6606

[View our location](#)

[Web Cameras](#)
[Signalert.com](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)



FREE 4 ROOM OFFER

Dunia Plaza, Next to Kohls

1-866-DTV-4YOU



AL&KEN'S
 satellite & audio
 Authorized DirectTV Retailer

Tuesday, January 24, 2006

Losing out again?

County could lose transportation projects if state Legislature suspends Prop 42

Design work on La Mesa/Nisqualli Road interchange among projects threatened

By TRACIE TROHA

Staff Writer

SAN BERNARDINO — Major highway projects planned for the Victor Valley could be delayed or eliminated next year if the state Legislature continues to withhold transportation funding, according to the San Bernardino Associated Governments.

The widening of Interstate 15, creating a truck-climbing lane on State Route 138, and design work for the La Mesa/Nisqualli Road interchange with Interstate 15, could be affected, SANBAG spokeswoman Cheryl Donahue said.

For the past three years the county was supposed to receive funds from Proposition 42, which uses sales tax on gasoline to finance projects such as highways and mass transit, Donahue said.

A loophole in the proposition, however, allows it to be suspended and the money kept in the state's general fund budget.

Prop 42, approved by California voters in March 2002, was suspended in the 2003-04 and 2004-05 fiscal years.

Jim Lindley, county director of legislative affairs, said the state allocated \$6.8 million for San Bernardino County transportation projects this year.

Now, due to state budget problems, state legislators are debating

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia.
Call Artisan Real Estate at (760) 242-0081.



Site

S

Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

suspending the money once again for the 2006-07 fiscal year.

"We desperately need money for the Inland Empire," Donahue said. "Not only from Prop 42, but also the estimated \$920 million the state has to pay us as part of its debt for money suspended in the past."

On Monday, Gov. Arnold Schwarzenegger toured highway construction sites in the Inland Empire to promote his constitutional amendment to permanently eliminate the option for future governors and legislatures to suspend Prop 42 funding.

The governor plans to strengthen the state's budget through his Strategic Growth Plan, which calls for financing infrastructure investments through General Obligation bonds.

Lindley said the county is supporting efforts to close the Prop 42 loophole.

"We would like to see Prop 42 funds used within our jurisdiction," Lindley said. "Every dollar we can get to build roads, the better."

Tracie Troha can be reached at 955-5358 or at ttroha@vvdailynews.com.



James Quigg / Staff Photographer
Interstate 15 traffic travels through Victorville Monday afternoon by La Mesa and Amargosa roads. A project to widen the I-15 and add an exit at La Mesa and Nisqualli roads is once again threatened.

MORE:

- [Back to today's news](#)
- [E-Paper](#)
- [News Archives](#)
- [Daily Press Blogs](#)
- [Join the discussion at the community forum](#)

DAILY PRESS



Click here to
Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC CAMS

Sponsored by

"Our Family Caring
For Your Family"

High
Desert
Primary
Care
Medical Group

Victorville
(760) 241-6666
Hesperia
(760) 948-6606

► View our location

I-15/215 split
I-15 at Limonite
I-15 at Foothill
I-15 at Magnolia
I-15 at Glen Helen
I-15 at Summit
I-15 at Sierra
More...

CIRCULATION

Subscribe Now
Report a Problem



ASK US
ABOUT OUR
4 ROOM
FREE OFFER

Dunia Plaza, Next to Kohls
1-866-DTV-4YOU

AL & KEN'S
satellite & audio
Authorized DirectTV Retailer



Site Search:

Search

Thursday, November 10, 2005

Fatal crashes noted along Highway 395 in Victor Valley

FROM STAFF REPORTS

VICTORVILLE — A page A1 story in Tuesday's Daily Press on the number of fatal accidents on Highway 395 contained erroneous information.

There have been five accidents causing six fatalities within Highway 395's Safety Corridor so far in 2005, various agency officials have said.

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.

California Highway Patrol Sgt. Chet Yun and spokes-man Officer Steve White of that agency correctly noted that there have been no fatal accidents in the Victorville CHP's jurisdiction of Highway 395. But the CHP only responds to a 22-mile stretch of 395 north of Adelanto and south of Barstow, Yun said.

Area cities contract with the San Bernardino County Sheriff's Department and personnel from those local stations respond to accidents within their city limits, including those on Highway 395.

Representatives from sheriff's stations in Adelanto, Victorville and Hesperia indicate that all have responded to fatal accidents on Highway 395 this year. The same is true for the Barstow CHP office.

Adelanto had a double-fatality accident and there were two separate single-fatality accidents in Victorville this year, officials said.

Most recently, a woman was killed on Highway 395 near Palmdale Road in Victorville just three weeks ago, officials said.

Still, Yun says the safety corridor is working, as the number of fatal accidents in the same time frame last year (April to October) has gone down from 11 to this year's six.

Contact

Vacation Stop

DirectPay

AFFILIATES

HighDesert.com

Desert Dispatch

Hesperia Star

El Mojave

Exploring Barstow

The Mother Road

"Even though the number is not zero, which would be awesome, it's not 11, it's not 16 or 23, and that's still so positive," said Denise Simmons, reciting previous year fatality numbers.

Simmons has worked diligently to help create the safety corridor, which received funding in April. Her father was killed in a collision with a drunken driver on Highway 395 in 2003.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

[Airbag Injuries](#)

Specialists in vehicle airbag defects and crash injuries.

www.accidentforensic.com

[Target.com](#)

[Official Site](#)

Find great savings online Shop

Target.com

www.Target.com

[Seat Belts](#)

For Most Classic Cars And Trucks Unequaled Selection And Service

www.andoverrestraints.cc

[Looking for a cheap Ford?](#)

Impounded Fords starting from \$200 60,000 Fords in the U.S.

www.seizedcars.org

[Advertise on this site](#)

© 2005 Daily Press, a Freedom Communications Newspaper

[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#) | [RSS](#)

[DirectPay](#)

AFFILIATES

[HighDesert.com](#)

[Desert Dispatch](#)

[Hesperia Star](#)

[La Prensa del Mojave](#)

[Exploring Barstow](#)

[The Mother Road](#)

result of the federal funding it has received.

"Thanks to the grants, the program has been extremely successful in reducing fatalities and injuries," Yun said. "It is very rewarding when different agencies work cooperatively to achieve the success this program has had."

In addition to fatalities, CHP spokesman Steve White said the number of accidents is considerably down because of the increased presence of patrol officers.

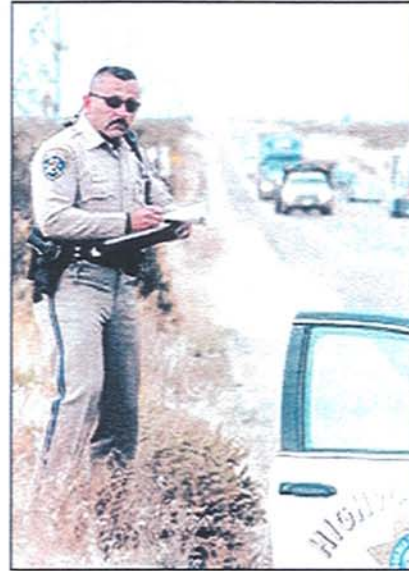
"In 2003 we had 20 injury accidents with 42 persons injured. In 2004 we had 40 accidents with 30 persons injured, and in 2005 we had six injury accidents with 13 injuries," White said.

Since April, CHP officers have issued 1,500 citations to drivers along the Victor Valley sector of Highway 395, most of them for speeding or driving aggressively, White said.

For Simmons, the success of the safety corridor comes after her father died in a tragic head-on collision, yet she says it is rewarding to hear that deaths and accidents are significantly down.

"It's a way to honor the memory of my father," she said.

Miguel Gonzalez may be reached at mgonzalez@vvdailynews.com or 951-6232.



James Quigg / Staff Photographer
California Highway Patrol Officer Mario Lopez watches oncoming traffic on Highway 395 as he writes a speeding ticket Monday afternoon. The Safety Corridor effort appears to be making an impact on the highway.

[Ads by Google](#)

[Nation Safe Drivers](#)

B2B- 24 hr
Roadside/Gap/Tire
& more Leader in
add-on/ancillary
benefits
www.NationSafeDrivers.com

[Emergency Road Service](#)

AAA-any
car/anytime/anywhere
Enter to win a
Hybrid lease. N
CA/NV/UT
www.aaa.com

[GPS Mobile Monitoring](#)

Track your fleet
vehicles & assets
from anywhere in
the world
www.onikacorp.com/gps/

[Mobile Tracking Device](#)

Keep track of your
vehicle with GPS
Tracking System
for cars and fleets
www.cartrackgps.com

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)



A Freedom Communications Newspaper
Copyright © 1996-2005 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunkin' Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirecTV Retailer



Click Here

**New Home
Listings Daily**

Dodge - Jeep - Chrysler
Parts - Service - Satisfaction

**VICTORVILLE
MOTORS**

www.victorvillemotors.com

Site Search:

Tuesday, July 12, 2005

Two die in head-on

By KATHLEEN STINSON

Staff Writer

ADELANTO — A double fatal accident occurred Sunday night on Highway 395 between Hook Boulevard and Mojave Drive, killing two Victorville residents, sheriff's and coroner's officials said.

Two trucks collided head-on at approximately 10:39 p.m., Deputy Darin Lansdown, of the San Bernardino Sheriff's Department, said. The two trucks were traveling in opposite directions when one crossed the center line, Lansdown said.

Ray Anthony Rodriguez, 32, the driver of a Chevy S-10, died early Monday morning while being treated at Loma Linda University Medical Center, coroner's officials said. The passenger in his vehicle, Melissa Hermina Buttanda, 28, was pronounced dead at the scene, officials said.

Two children and their mother in the other truck, a 2001 Toyota Tundra, were flown to LLUMC with minor injuries, Lansdown said. The driver, 25-year-old Angel Chavira, was treated at the scene by American Medical Response.

Chavira was suspected to be under the influence of alcohol at the time of the collision, Lansdown said in a statement.

Lansdown said which driver was at fault remains to be determined. "(Chavira) was on the wrong side of the street at the time of the collision," Lansdown said, but it remained to be determined which driver was at fault.

It appears that there were no witnesses, Lansdown said. The circumstances of the collision are being investigated by the High Desert Regional Major Accident Investigation Team.

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

TRAFFIC CAMS

Sponsored by

"Our Family Caring
For Your Family"



High
Desert
Primary
Care
Medical Group

Victorville
(760) 241-6666
Hesperia
(760) 948-6606

► View our location

I-15/215 split

I-15 at Limonite

I-15 at Foothill

I-15 at Magnolia

I-15 at Glen Helen

I-15 at Summit

I-15 at Sierra

More...

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)

From Here:



Click



Subscr

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

TRAFFIC
CAMS

Sponsored by

"Our Family Caring
For Your Family"



High
Desert
Primary
Care

Medical Group

Victorville
 (760) 241-6666
 Hesperia
 (760) 948-6606

► View our location

[I-15/215 split](#)
[I-15 at Limonite](#)
[I-15 at Foothill](#)
[I-15 at Magnolia](#)
[I-15 at Glen Helen](#)
[I-15 at Summit](#)
[I-15 at 138](#)
[I-15 at Sierra](#)

CIRCULATION



Friday, July 8, 2005

More officers to patrol highways

By KATHERINE
ROSENBERG

Staff Writer

LUCERNE VALLEY —

Following a rash of fatal auto accidents here, the California Highway Patrol is beefing up patrols.

Effective today, Capt. Jim Abele of the CHP's Victorville office has called for three to six more officers to patrol highways 18 and 247 for several hours a day, no less than three times a week.

Implementation of the new strategy is meant to reduce speeding and unsafe turns, CHP Officer Steve White said.

"Last year we had no fatal on either 18 or 247," White said. "Now we're only essentially halfway through the year and we already have 10 fatalities in Lucerne, eight on those two roads alone."

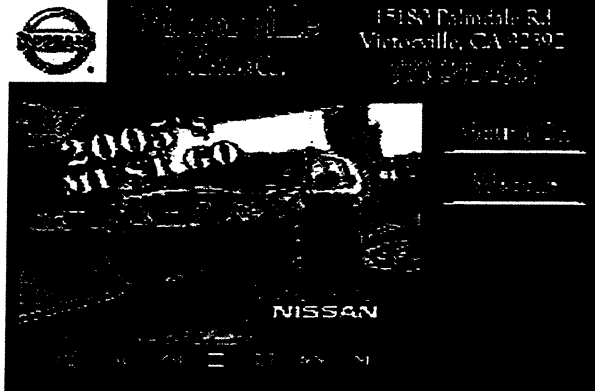
The additional patrols will come from officers working overtime after their scheduled shifts, White said.

"This is something (Abele) wants to move on right away because we've had this series of fatals on highways 18 and 247. We don't want to wait," White said.

There were only six traffic fatalities in Lucerne Valley last year, compared to the 10 so far this year.

Also, there were 91 people injured in traffic accidents for all of last year, and there have been 57 injuries reported in Lucerne Valley collisions so far this year, White said.

"With patrols on the state routes, speed will really be something we can impact with radar enforcement," White said.



Site Se

Sea

San Bernardino County Sun

Crime and Public Safety By Staff Reports

Sunday, June 19, 2005 - VICTORVILLE Girl killed in Highway 395 crash

A girl was killed when the minivan she was traveling in was hit by a full-size pickup.

Tiffany Chiang, 13, of Temple City, was riding in a 1998 Nissan Quest at 3:21 p.m. Friday. The van left a business just south of Palmdale Road to head southbound onto Highway 395. The 1996 truck that struck the van was also southbound, coroner's officials said.

The girl was flown to Loma Linda University Medical Center. She was pronounced dead at 5:43 p.m. Friday.

GRAND TERRACE Fire burns in rental business

An equipment rental business caught fire Saturday morning, causing \$40,000 worth of damage to the building and about \$10,000 damage to the equipment.

Investigators determined it was an electrical fire that caused the blaze, which was reported at 4:59 a.m., said Bob Mendez, arson investigator with the San Bernardino County Fire Department.

The fire in the business, which operated in a house in the 12400 block of Michigan Avenue, was under control by 5:32 a.m., officials said. No one was injured.

APPLE VALLEY Airplane lands on desert road

A small airplane made a hard landing on Stoddard Wells Road near Farley Mine Road Saturday morning.

The San Bernardino County Fire Department was notified of a possible airplane crash at 7:50 a.m., north of Apple Valley.

No one was injured.

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

TRAFFIC CAMS

Sponsored by

"Our Family Caring
For Your Family"



High
Desert
Primary
Care
Medical Group

Victorville
(760) 241-6666
Hesperia
(760) 948-6606

► View our location

[\[-15/215 split](#)

[\[-15 at Limonite](#)

[\[-15 at Foothill](#)

[\[-15 at Magnolia](#)

[\[-15 at Glen Helen](#)

[\[-15 at Summit](#)

[\[-15 at Sierra](#)

[More...](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)



ASK US
ABOUT OUR
4 ROOM
FREE OFFER

Dunk Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirecTV Retailer



Click Here

New Home
Listings Daily

Dodge - Jeep - Chrysler
Parts - Service - Satisfaction

VICTORVILLE
MOTORS

www.victorvillemotors.com

Site Search:

Search

Saturday, June 18, 2005

Highway 395 collision kills one, injures five

By KATHERINE
ROSENBERG/Staff Writer

VICTORVILLE — A three-vehicle collision on Highway 395 near Palmdale Road killed at least one person and sent five others to various area hospitals, some with potentially life-threatening injuries.

A supervisor at the San Bernardino County Sheriff's Dispatch center said the accident was first called in at 3:21 p.m. Friday. The names and conditions of the victims were not immediately available Friday night.

Shelly Mabry, a spokeswoman for the Victorville sheriff's station, said the exact cause of the accident will not be released until it is determined by the Major Accident Team investigating it, Mabry added.

Division Chief Gary Long from the Victorville station of the San Bernardino County Fire Department said they had two fire engines and one fire truck on scene.

His units performed at least one extrication and Long said the majority of the injured were from the mini-van.

Long said there was trouble setting up landing zones for the helicopters because drivers would not stay out of the path of the workers.

"We need to advise people that when they hear sirens they need to move to the right of the road. These people need to give us a little space to do our work," Long said.

About 50 people gathered near the accident scene trying to figure out what happened.

"I was just going to the market and saw all this mess and confusion and I said, 'uh-oh, that's 395 again,'" David Eurey, an Adelanto resident at the scene said.

Eurey and several others discussed the dangerous roads in the area, Highway 395 among them. As a truck driver, Reggie Jones from Victorville

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia.
Call Artisan Real Estate at (760) 242-0081.

Vacation Stop
DirectPay

said he knows to slow down while driving through that stretch of Highway 395, since there seem to be accidents almost weekly.

Ads by Google

AFFILIATES

HighDesert.com
Desert Dispatch
Hesperia Star
La Prensa del Mojave
Exploring Barstow
The Mother Road

"With this many people moving here and all this traffic, they're going to have to get a trauma center up here soon," Jones said, as a helicopter took flight, airlifting a victim to Loma Linda Medical Center.

Katherine Rosenberg can be reached at 951-6276 or by e-mail at krosenberg@vvdailypress.com.

Victorville Real Estate
Free Photo Listings
for Victorville
Search by Bed,
Bath, & Price
Range
www.justlisted.com

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Apple Valley Real Estate
Search Inland
Empire homes for
sale See maps,
53K photos, sch
district!
www.ZipRealty.com

New Homes in Hesperia CA
Danbury Park
Estates - new semi
custom homes in
Hesperia
www.gibraltarhomesllc.co

Ramada Victorville
SideStep Searches
Dozens of Sites at
Once for Special
Hotel Discounts
www.SideStep.com



A Freedom Communications Newspaper
Copyright © 1996-2005 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

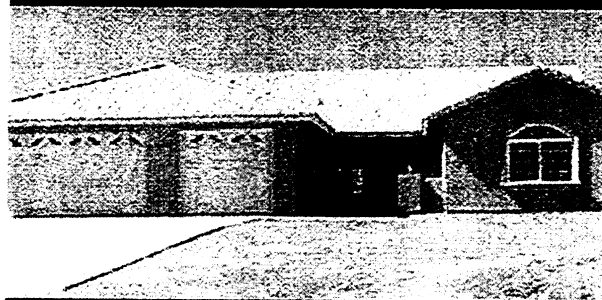
Dunia Plaza, Next to Kohls
 1-866-OTV-4YOU

AL&KEN'S
 satellite & audio
 Authorized DirecTV Retailer

Thursday, May 5, 2005

Motorcyclist dies in wreck on 395

Artisan Real Estate is proud to present
 Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00
 to 4:30, located at 16553 Filinridge, Hesperia.
 Call Artisan Real Estate at (760) 242-0081.

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

TRAFFIC CAMS

Sponsored by

"Our Family Caring
 For Your Family"



High
 Desert
 Primary
 Care
 Medical Group
 Victorville
 (760) 241-6666
 Hesperia
 (760) 948-6606
 ▶ View our location



James Quigg / Staff Photographer

Truck driver Joshua Butts, 30, of Salt Lake City, far right, walks
 away from his truck with a California Highway Patrol officer
 Wednesday while coroner's transporters prepare to remove the
 victim from the accident scene.

By GARY GEORGE/Staff Writer

HESPERIA — A Norco man died Wednesday after his motorcycle collided with
 a semitrailer on Highway 395.

David James Pavlock, 38, was riding his 2003 Harley-Davidson motorcycle
 northbound on Highway 395 at 7:14 a.m., officials said. As he approached
 Three Flags Road in Hesperia he collided with a Freightliner semitrailer that
 was turning south onto Highway 395 from 3 Flags Road.

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)

[Vacation Stop](#)
[DirectPay](#)

Still standing upright, the motorcycle ended up wedged beneath the truck.

[Ads by Google](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

The San Bernardino County Fire Department responded and pronounced Pavlock dead at the scene. The driver of the truck, Joshua Butts, 30, of Salt Lake City, was uninjured.

The San Bernardino County Sheriff's Department's Major Accident Investigation Team is investigating the collision. Anyone with information is asked to contact Deputy Rich Daniel or Deputy Bill McCarter at the Hesperia sheriff's station at 947-1500.

The scene of the crash is the same area where Hesperia officials have asked Caltrans to install a traffic signal. An environmental review will be conducted this summer and a four-month project is scheduled for late summer of 2006 to install traffic lights at the intersection of Wednesday's deadly accident, said Terri Kasinga, spokesperson for Caltrans.

Gary George may be reached at 951-6276 or ggeorge@vvdailypress.com.

Defensive Driving Online

For All Sizes of Company Vehicles
Test Drive our Free Demo
www.ddcusafleet.com

\$59 Drivers Ed Online \$59
DMV Accepted
Certificates Enroll
Now! Just \$59.00
www.CheapDriversEd.com

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

Access DMV Records

DWI Records,
State and Federal
DMV Records,
Plate Search, and
more!
www.RMVrecords.org

Defensive Driving

We can help you
find anything you
need for Defensive
Driving
Find.It.Quick.At.TrueLoca



A Freedom Communications Newspaper
Copyright © 1996-2005 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunia Plaza, Next to Kohls
 1-866-DTV-4YOU

AL&KEN'S
 satellite & audio
 Authorized DirecTV Retailer

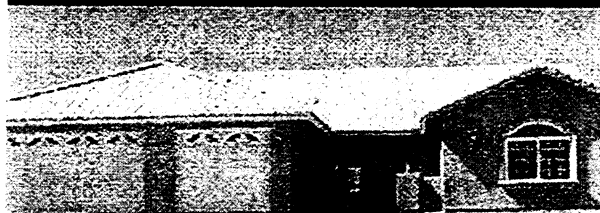
Saturday, April 30, 2005

Truck vs. car on 395

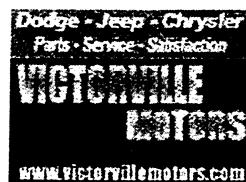
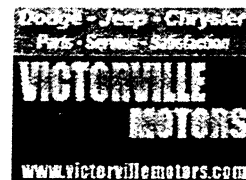
HESPERIA — A large flatbed truck struck a car, shutting down all but two lanes near the intersection of Highway 395 and Joshua Street Friday afternoon, officials said.

At approximately 2:45 p.m. a green Honda Civic traveling northbound on Highway 395 slowed down. As a flatbed truck moved to pass it, the Civic attempted to make a U-turn and the two collided, according to officials.

Artisan Real Estate is proud to present
 Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.



Site Search:

Search

TRAFFIC CAMS

Sponsored by

"Our Family Caring For Your Family"



High
Desert
Primary
Care
Medical Group

Victorville
 (760) 241-6666
 Hesperia
 (760) 948-6606

► View our location

The driver of the Civic did not speak English and when a Spanish-speaking deputy arrived the man was incoherent, authorities said.

He was flown by Mercy Air to Loma Linda University Medical Center with undetermined injuries.

The driver of the flatbed truck was uninjured.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

[I-15/215 split](#)

[I-15 at Limonite](#)

[I-15 at Foothill](#)

[I-15 at Magnolia](#)

[I-15 at Glen Helen](#)

[I-15 at Summit](#)

[I-15 at Sierra](#)

[More...](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)

DAILY PRESS



Click here to

Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunia Plaza, Next to Kohls
1-866-DTV-4YOU

AL & KEN'S
satellite & audio
Authorized DirecTV Retailer



Thursday, April 14, 2005

High Desert IN BRIEF

Highway 395 enforcement
nets 63 citations

VICTORVILLE — Motorists ignoring pedestrians in crosswalks and speed violators on Highway 395 were targeted in two separate enforcements by Traffic Deputies from the Victorville City Station on Wednesday.

**Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates**



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.



*Click Here
New Home
Listings Daily*

THE HISTORIC



APPLE VALLEY INN

Site Search:

Search

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC CAMS

Sponsored by

"Our Family Caring
For Your Family"

**High
Desert
Primary
Care**
Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 948-6606

► View our location

In a seven hours operation, five sheriff's deputies wrote 63 citations, towed two vehicles and made one arrest, a sheriff's spokesman said.

The crackdown was conducted in response to complaints regarding excessive speed on Highway 395 near the intersection of Goss Road, a sheriff's deputy said.

The crosswalk enforcement was in response to a continual problem of motorists not yielding the right of way to pedestrians in crosswalks, a sheriff's spokesman said.

The law regarding crosswalks states that a vehicle cannot enter a crosswalk from the time a pedestrian steps off the curb until he steps onto the curb on the other side of the street, a sheriff's spokesman said.

Two doctors disciplined by state medical board

VICTORVILLE — The Medical Board of California disciplined a Victorville dermatologist and an Apple Valley pediatrician and neonatologist, according to its latest report.

CIRCULATION

Subscribe Now

DAILY PRESS



Click here to



Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"

High Desert Primary Care

Medical Group

Victorville
(760) 241-6666

Hesperia
(760) 948-6606

► View our location

Web Cameras
Sigalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay

AFFILIATES



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunlap Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirecTV Retailer



Click Here
**New Home
Listings Daily**



Site Search:

Search

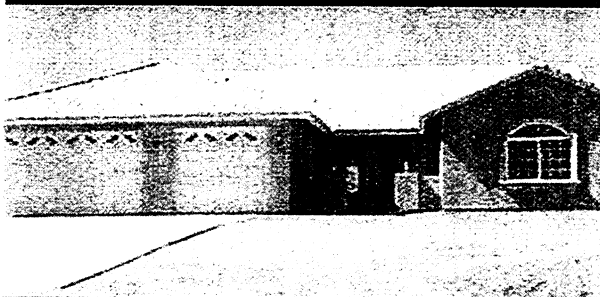
Saturday, April 9, 2005

Some welcome, others dread The Crossings

The 2,656-home project spells end of peace and quiet for some living in rural western Victorville

By MIGUEL
GONZALEZ/Staff Writer

**Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates**



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.

VICTORVILLE — Jose Zamora knows that his surroundings are in for a major change.

The 77-year-old has lived on the same property since 1982 and

Wednesday he learned that construction for a 2,656-home housing project will begin in about nine months.

Zamora lives in front of a desert landscape that will soon give way to a massive amount of homes and new residents.

"I like living in this area. It's quiet and nobody bothers you. I guess everything comes to an end," he said.

Zamora lives right in the border of The Crossings, a major project that will take between three and five years to complete and is sure to change the landscape of western Victorville.

"I don't like all this construction and I am not going to stay here to see it. I will have to start looking for another place to live in peace," he added.

On Tuesday night, City Council unanimously approved the project that will be developed by Focus Property Group of Las Vegas.

Elmer Soreta has lived in Victorville for two weeks; the 60-year-old left the city of Pomona to live in an area with fewer people.

"Little did I know," lamented Soreta. "I know the city needs the revenue, but I can't imagine dealing with years of construction and noise."

HighDesert.com
Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

Megan Almond owns Vivid Water Gardens & Koi along Palmdale Road. To her, a surge of population would be good for business, especially hers.

"When all these new homes look the same, people want to change that and come to my store," Almond said. "That many homes would drive up my business, but I can't help think about the traffic situation it would cause."

Mayor Mike Rothschild said that the issue of traffic has been carefully planned for the project and that the city will add traffic signals along Palmdale Road and Highway 395 to alleviate congestion.

"This is a plan we have been working on for a while. We have carefully calculated the traffic impact and other potential problems," said the Mayor.

Zamora thinks that the city should consider putting a halt to so many development plans and take care of expanding roads first.

Mayor Rothschild replied by saying that roads are a priority and referred to the construction of the Miscoabi interchange, a project that will be completed within the next 3 1/2 years.

"We have this on our master plan. We are beginning to add more intersections and help traffic," he said.

Miguel Gonzalez may be reached at 951-6232 or miguel_gonzalez@link.freedom.com.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

[Ads by Google](#)

Criminal Defense Attorney
Sacramento,
Stockton, Modesto
All Crimes - Free
Consultations
www.criminalattorney.com

Apple Valley CA Homes
Instantly View
Hundreds of CA
Homes Search the
Apple Valley CA
mls
www.ZipRealty.com

High Desert Real Estate
Homes, Land,
Investment,
Commerical
Phelan, Victorville,
Hesperia area.
www.highdesert-homes.net

New Homes in Hesperia CA
Danbury Park
semi-custom half
acre homes,
granite, maple,
move-in now!
www.newhomesinhesperia.com

[Advertise on this site](#)

© 2005 Daily Press, a Freedom Communications Newspaper
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#) | [RSS](#)

DAILY PRESS

Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

Thursday, March 17, 2005

Patrols will crack down on dangerous Highway 395 drivers

Grant will pay for extra officers between Hesperia and Boron

By MIKE CRUZ/Staff Writer

VICTORVILLE — Aggressive and unsafe drivers on Highway 395 be forewarned.

More police will patrol a 62-mile zone of Highway 395, from Interstate 15 to the Federal Prison Camp in Boron, targeting motorists who drive unsafely as part of the highway's new safety corridor status beginning April 1.

Designated safety corridors get extra road markers, officer patrols and public attention through motorist safety campaigns.

"The goal is to heighten the awareness of what aggressive driving can lead to on a two-lane, undivided highway," said Officer Steve White, of the California Highway Patrol.

Officers from the CHP's Victorville and Barstow stations announced the upcoming plan for the \$220,000 grant during a multi-agency press conference, which included the San Bernardino County Sheriff's Department, the California Department of Transportation, San Bernardino Associated Governments and Victor Valley Transit Authority at Mavericks Stadium in Adelanto on Tuesday morning.

Officers on Highway 395 will look for motorists who are speeding, passing unsafely, passing over double-yellow lines, driving while under the influence of alcohol or drugs, not wearing safety belts and other violations, White said.

The agencies are discussing whether fines should be increased in the safety corridor for some violations, and there's even talk about requiring motorists to use their headlights in the zone, White said.

The extra patrols, including some by CHP aircraft, will occur at all times of the day and on weekends.

Road crews have already installed rumble strips in the center yellow lines to create a loud rumbling noise from vehicle tires when a motorist attempts to pass in an unlawful area.

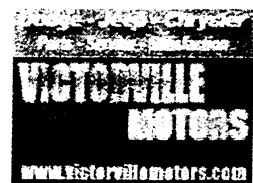
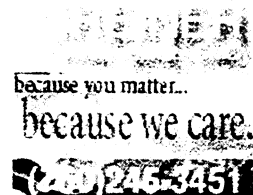
"We're hoping to discourage people from passing over the double yellows," White said. "(Rumble strips) are designed basically for people who are not paying attention or who are falling asleep. It will get their attention."

The Highway 395 Safety Corridor was created by a proposal from the CHP, the Highway 395 Task Force — organized by Denise Simmons — the cities of Adelanto and Victorville, and with the support of local politicians.

Safety corridor status brings:

- 2,500 hours of extra patrol time
- Rumble strips have already been installed

Advertisers



FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

- Major educational push to public about unsafe driving
- Caltrans will install safety corridor signs to remind motorists
- Patrol officers looking at possibly doubling fines for certain offenses
- Patrol officers also considering mandatory headlights in the corridor

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

Ads by Goooooogle

**\$300/Hr in
Victorville?**
21 Side-by-side
Comparisons of
Fun Jobs Paying
Up to \$300/Hour.
FunJobsReview.com

**Criminal Defense
Attorney**
Experienced,
Assertive &
Respected Both
Criminal and DMV -
Sacramento
www.criminaldefenseatty.com

**Meet Victorville
Singles**
Free photos,
personals and hot
profiles of local
singles.
www.infobert.com

**Fight Your Traffic
Ticket**
100% Guaranteed -
Ticket Reduced or
Dismissed Or Your
Money Back!
www.TicketBust.com



A Freedom Communications Newspaper
Copyright © 1996-2005 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



Print Page

Monday, February 28, 2005

Last modified Wednesday, February 23, 2005 12:57 PM PST

\$25 million bill seeks to include funding for Highway 395 project

A \$25 million bill will soon be introduced to Congress asking that U.S. Highway 395 be included in the upcoming reauthorization of the Transportation Equity Act. Congressman Howard P. "Buck" McKeon, of the 25th Congressional District, and Congressman Bill Thomas, of the 22nd Congressional District, traveled to Washington, D.C. to introduce the bill.

Due to the last minute filing of the bill, Denise Irvine Simmons, project coordinator and founder of the Highway 395 Task Force, made an urgent plea to the public in order to ensure its success.

"The bill seeks \$25 million for the realignment and widening of US-395 from I-15 to two miles north of State Route 58 at Kramer Junction," Simmons said.

"Specifically, this funding would be earmarked for the design and engineering phase. The paperwork was submitted by The Highway 395 Task Force, but we again need your help and ask for your letters of support for this bill."

Letters should be addressed to Congressman Howard P. "Buck" McKeon, 25th Congressional District, 1008 W. Avenue M-14, Suite E-1, Palmdale, CA 93551. Letters can also be e-mailed to kurt.courtney@mail.house.gov. Simmons requested that copies of e-mailed letters be sent to the task force at highway395taskforce@cox.net.

"We can succeed, just as we did for the Safety Corridor grant," Simmons added.

The Highway 395 Task Force first proposed the grant last April, asking for federal funding under the National High Priority Corridor Designation to the Eastern California Transportation Planning Partnership (ECTPP).

'In the months since, support for this project has come from each regional

transportation agency involved (SANBAG, KERNCOG, Inyo LTC, and Mono LTC), as well as from Nevada State Congressman James Gibbons of the 2nd District - where US-395 enters Reno," Simmons said. "The documentation was prepared by SANBAG and submitted to Congressman McKeon who will carry this legislation during the reauthorization of the Transportation Equity Act."

According to Simmons, the official start of the US-395 Safety Corridor Project will be April 1. The Task Force has coordinated its kickoff with Maverick Stadium in Adelanto on opening night of baseball season. On April 7, the stadium will host a Highway 395 Task Force Night, and again over the Labor Day weekend, which will include promotional giveaways, fireworks and more.

"I represented The Highway 395 task Force at two preliminary meetings in December and January to decide upon minor issues such as the slogan, graphic logo, promotional items, and public awareness campaign ideas. I was pleased to have both the slogan (Don't Pass on Safety") and graphic that I designed for this project chosen to appear on the signage and printed materials," Simmons said.

Simmons, who grew up in Ridgecrest, began her campaign to fix the major transportation route to her hometown after her father, Clyde Irving Jr., 70, was died in a fiery crash near Desert Flower Road on March 29, 2003. She has since collected over 4,000 petition signatures, spearheaded the task force and lobbied relentlessly for funds to make long-awaited improvements to the road.

Listed as the fifth most dangerous two-lane highway in the country and known to many local residents as "Blood Alley," the portion of the highway that has come under the heaviest scrutiny has been the site of nearly 850 traffic collisions since 1999, resulting in 69 fatalities and untold injuries. Of these, an estimated 50 percent are due to head-on collisions.

DAILY PRESS



Click here to



Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunk Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirecTV Retailer



Friday, February 18, 2005

Big names lining up to do business in Hesperia

Many can't be named yet, but development director says commitments are solid

By JAMES RAMAGE/Staff
Writer

HESPERIA — Hesperia is taking the steps with developers to transform itself into a retail destination.

In connection with an anticipated influx of new residents, the city has tied up land for

commercial development, including many projects involving big-box retailers under negotiations and an open-air shopping center, Economic Development Director Steve Lantsberger said.

But it's too early to name names at almost any of the locations, he said.

The city has identified numerous projects that are ironclad, such as the 32-acre Government Center, which will place stores and a movie theater inside a complex that will include a new City Hall, a library and office and residential buildings, Lantsberger said.

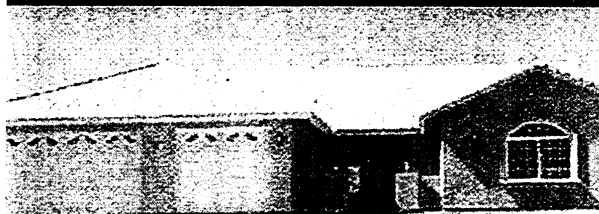
"We're calling the area a new downtown," he said of the area on Main Street, between Seventh and Ninth avenues.

Other projects that the city is certain of — even if the names of any of the anchor stores or tenants are unknown — include a commercial complex off Interstate 15 at Ranchero Road as well as a hotel with an Arby's restaurant and a Starbucks on Main Street at Escondido Avenue, Lantsberger said.

The city is also negotiating with Kmart about a potential super store and improvements at an existing store, as well as Bally's Total Fitness, he added.

And a reasonably sized, open-air shopping center under consideration would ideally be built somewhere along I-15 or Highway 395, Lantsberger said.

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia.
Call Artisan Real Estate at (760) 242-0081.

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"

High Desert Primary Care
Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 948-6606
► View our location

Web Cameras
Sigalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay

AFFILIATES

HighDesert.com
Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

With a population approaching 80,000 residents, and at least 60,000 newcomers expected in the next few years, the city has the wherewithal to support all of the expected new retail, regional economist John Husing said.

"There's a dominant spot for retail in Victorville, and considerable room in Hesperia to capture some of its retail sales," Husing said. "Given the speed of population growth up there, there's probably enough (room for retail growth) for everybody."

Retail sales tax revenue goes into the city's general fund and some of that money can be used to provide civic amenities that the influx of new residents would require, city officials say.

Hesperia has hired the Buxton Group — of Fort Worth, Texas — to analyze how best to address its retail needs given its demographics, Lantsberger said. The group will give its results by the end of next month, he added.

The needs are many, as the city has little retail to speak of currently, Mayor Pro-tem Tad Honeycutt said.

But Hesperia's population and freeway frontage should be sufficient to attract developers, said Rob Kurth, of commercial and industrial real estate broker Lee & Associates-Victorville Inc.

"Larger commercial users really do their studies and are not going to (open a store) until they're sure they can survive," Kurth said. "There's just too many people coming up here and too much opportunity."

James Ramage may be reached at 951-6242 or james_ramage@link.freedom.com.

[Ads by Goooogle](#)

Victorville CA Homes
Instantly View
Thousands of
Homes Search the
Victorville CA mls
www.ZipRealty.com

New Homes in Hesperia CA
Danbury Park
semi-custom half
acre homes,
granite, maple,
move-in now!
www.newhomesinhesperia.com

High Desert Real Estate
Homes, Land,
Investment,
Commerical
Phelan, Victorville,
Hesperia area.
www.highdesert-homes.net

Hesperia California
View Rates,
Photos, Maps &
More. Book Online
or Call 1-800-576-0003
www.hotellocators.com

[Advertise on this site](#)

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

© 2005 Daily Press, a Freedom Communications Newspaper
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#) | [RSS](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Real Estate](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunia Plaza, Next to Kohl's
 1-866-DTV-4YOU

AL&KEN'S
 satellite & audio
 Authorized DirectTV Retailer

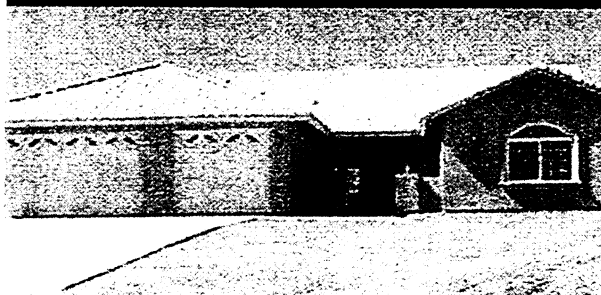
Monday, January 24, 2005

High Desert IN BRIEF

Residents asked to adjust watering schedules

VICTORVILLE — The city is asking that all residents adjust their watering schedules for yards and landscaping to late mornings or early afternoons. With freezing temperatures approaching, water runoff will turn to ice, causing hazardous conditions for pedestrians and motorists, the city said.

Artisan Real Estate is proud to present
 Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia.
 Call Artisan Real Estate at (760) 242-0081.

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

TRAFFIC CAMS

Sponsored by

"Our Family Caring For Your Family"



High
Desert
Primary
Care
Medical Group

Victorville
 (760) 241-6666
 Hesperia
 (760) 948-6606

► View our location

I-15/215 split

I-15 at Limonite

I-15 at Foothill

I-15 at Magnolia

I-15 at Glen Helen

I-15 at Summit

I-15 at Sierra

More...

CIRCULATION

[Subscribe Now](#)

[Report a Problem](#)

[Contact](#)

Business owners and apartment managers are asked to contact their landscapers to adjust irrigation systems.

In addition, frequency of watering can be reduced during the winter months to decrease the chance of ice formation and to conserve water.

For information, call the Victorville Public Works Department at 955-5206.

Work resumes to install Hwy 395 rumble strips

ADELANTO — The California Department of Transportation will resume a project to install rumble strips in the center median on Highway 395 near the city of Adelanto. Construction takes place starting today with lane closures from 7 a.m. to 3 p.m. Monday through Friday. One lane will remain open during the closures, which are expected to remain in effect through mid-February.

Rumble strips are described as grooves in the asphalt that alert motorists their vehicle is leaving the lane. The strips will help reduce passing-related accidents along this stretch of highway, Caltrans said.

Caltrans to hold meeting on mountain road repairs

The California Department of Transportation will host four public meetings to advise residents and business owners of progress on emergency road repairs

Dodge - Jeep - Chrysler
 Parts - Service - Satisfaction
VICTORVILLE
MOTORS
www.victorvillemotors.com

THE HISTORIC



APPLE VALLEY INN

Site Search:

Search

Vacation Stop
DirectPay

for Highways 18, 138, 173 and 330.

Ads by Goooooogle

AFFILIATES

HighDesert.com
Desert Dispatch
Hesperia Star
La Prensa del Mojave
Exploring Barstow
The Mother Road

The meetings will be held from 7 to 8:30 p.m. at Lake Arrowhead Resort, 27894 Highway 189 in Lake Arrowhead today; Lake Gregory Community Church, 460 Pine Drive in Crestline on Tuesday; Big Bear Performing Arts Center, 39707 Big Bear Blvd. in Big Bear on Wednesday; and Wednesday, and Hootman Senior Community Center, 2929 Running Springs School Road in Running Springs on Feb. 2.

Information will continue to be posted at www.dot.ca.gov/dist8 for those who cannot attend the meetings.

Sperm Donors and Banking
Donor Sperm & Fertility Products Information about Infertility
www.goodsperm.com

Blood donors could win airline tickets

HESPERIA — Blood donors could win two round-trip plane tickets this month.

The Blood Bank of San Bernardino and Riverside Counties teamed up with Southwest Airlines for January, which is National Volunteer Blood Donor Month. All donors through Jan. 31 will be eligible to win two round-trip tickets to any Southwest Airline destination.

The High Desert Donor Center is open from 10 a.m. to 6 p.m. Monday, Wednesday and Thursday; 11 a.m. to 7 p.m. Tuesday and 8 a.m. to 3:30 p.m. Friday. It is located at 11941 Hesperia Road.

There will be a blood drive from 3 to 7 p.m. Wednesday at Community United Methodist Church, 1543 Barbara St. in Wrightwood.

Lodge at Lake Arrowhead
Come "Feel the Magic" The One of a Kind Mountain Lodge
www.lodgeatlakearrowhead.com

Victorville Real Estate
Free Photo Listings for Victorville Search by Bed, Bath, & Price Range
www.justlisted.com

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

CA Cryobank Sperm Bank
A leading donor sperm bank. Accred. Buy 3 vials or more and save 5%.
www.cryobank.com



A Freedom Communications Newspaper
Copyright © 1996-2005 Daily Press
Contact Us | Privacy Policy | Advertising Info

DAILY PRESS

Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, December 17, 2004

Fixing Highway 395

Beginning in April, drivers will start to see greater presence of law enforcement in corridor

By GRETCHEN LOSI/Staff Writer

Big strides in safety may be right down the road for Highway 395.

Additional law enforcement patrols and a possible hike in fines for serious traffic violations are just a few of the new measures that will be implemented once the "Don't Pass On Safety — U.S. 395 Safety Corridor Project" begins in April.

"The real fix would be a new highway, something that local (politicians) are in a great place to provide right now," Denise Simmons said. "But this is a good start."

Simmons is the coordinator of the Safety Corridor Project that includes Caltrans, the California Highway Patrol and the San Bernardino County Sheriff's Department.

Their collaborative goal, Victorville area CHP Capt. Dave Navarro said, is to reduce the number of traffic-accident fatalities along a 62-mile stretch of Highway 395 from the Interstate 15 junction, near the Hesperia-Oak Hills border, to about 20 miles north of Kramer Junction — the 395 corridor.

According to statistics provided by CHP at the first project meeting held at the Holiday Inn in Hesperia on Thursday, some 50 percent of injury and fatal collisions on that stretch of Highway 395 are caused by head-on collisions.

Simmons, an Orange County resident who grew up in Ridgecrest, knows those numbers all too well — her father was included in that statistic after a drunk driver hit his vehicle head-on and killed him March 29, 2003.

She has been an advocate of promoting safety on the highway ever since.

Her dedication paid off when legislation approved more than \$200,000 for the Safety Corridor Project that will officially begin in April.

"What she's done is brought some much-needed attention to this highway," Navarro said.

Beginning in April, drivers using the highway will see a larger presence of law enforcement, not only on the road but also from the sky — a CHP surveillance plane will patrol the highway.

Daytime headlamp use will be implemented, and Navarro said the agencies are hoping to get approval for double fines to be imposed for certain violations, specifically those that lead to wrong-way driving.

"We will definitely pursue that," Navarro said.

In addition, the project's logo will be on billboards along the highway to let



James Quigg/Staff Photographer
Traffic passes along Highway 395 at sunset Thursday. Another fatal accident occurred on the highway early Thursday morning.

Advertisers

FASHION BUG
PLUS MISSES MATERNITY
JUNIORS GIRLS

**Victorville
Motors Inc.**

**Holiday
Décor**
Easy ways for
the holidays

drivers know of the dangers that can arise from reckless driving through the corridor.

Because Simmons has such a personal investment in the project, she is working to design the logo herself.

"It's a side view of two cars colliding head-on, like a silhouette," Simmons said.

The agencies plan to meet again in February to further organize the project before its launch.

Gretchen Losi may be reached at 951-6233 or gretchen_losi@link.freedom.com.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

[ESPN Russell Racing](#)

Sharpen your safe driving skills from teachers that teach racers

www.espnrussellracing.com

[Prevent Drunk Driving](#)

Ignition Interlocks Save Lives and Provide Peace of Mind

www.intoxalock.com

[Defensive Driving Courses](#)

Take care of your tickets or get better training! Free how to guide.

trade-school-smart.com

[Safe Driving](#)

Discount new & used items. affil Search for safe driving now!

www.eBay.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, December 17, 2004

Mother grieves for latest victim of deadly road

By JAMES RAMAGE/Staff Writer

ADELANTO — Regina Hines was planning her move from an Apple Valley motel room to a new two-story house in Victorville when she heard the news that her daughter had just been killed in a head-on collision.

Melissa Christina Jones, 25, was driving a 2000 Toyota Corolla southbound on Highway 395 when she crossed over the double-yellow lines and struck a northbound big rig at Adelanto Road around 12:35 a.m. Thursday, authorities said.



James Quigg/Staff Photographer
A truck travels down Highway 395 at Adelanto Road, which was the site of another fatal accident on Thursday morning.

After a torturous day of coping with painful news, telling her five grandchildren of their mother's death and making funeral arrangements, Hines gathered with family members at her new home for support.

"We're standing hand-in-hand," said Joel Jones, Melissa Jones' older sister. "It's bittersweet, but we're all coming together."

Hines' story of living in a small, run-down room at the Apple Valley Motel with five grandchildren, her mother and a niece was told in a two-part series published in the Daily Press on Dec. 5 and 6.

Thursday, Hines took deep breaths as she spoke of her daughter's death.

"All I can do is thank God for all the help the people around me have given me," she said. "Right now, I just need to put my child to rest before I deal with the rest of my life."

Hines said she'd visit Forest Lawn Memorial Park, in Covina, sometime this afternoon to make arrangements for her daughter.

Following the collision, Melissa Jones' vehicle stopped on the west shoulder of the highway, according to a San Bernardino County Sheriff's report. Paramedics arrived at the scene and pronounced Melissa Jones dead from her injuries.

The tractor-trailer pulled onto the east shoulder of the highway, where it stopped and burst into flames, according to the sheriff's report. The driver escaped with a minor injury to his knee, the report said.

The collision caused a large diesel fuel spill, which forced the road's closure until shortly after 6 a.m., San Bernardino County Sheriff's Sgt. Jon Marhoefer said. The Sheriff's Department urges caution for the next couple of days for drivers crossing the intersection, Marhoefer added.

Witness reports showed there was nothing to suggest drug or alcohol use, that Melissa Jones was driving at an unsafe speed or that she was trying to pass anyone, Marhoefer said.

"She was following a friend," Marhoefer said. "She was going somewhere

Advertisers



she didn't have the location to."

The collision is under investigation, Marhoefer said.

James Ramage may be reached at 951-6242 or
james_ramage@link.freedom.com.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

[Want to Donate Your Car?](#)

We Can Help. 501 (c)(3) charity Online Form or Call 1-800-766-CARE
www.cars4causes.net

[1-800-CHARITY](#)

Charity Cars, the original, 100% non-profit, nationally acclaimed.
www.800charitycars.org

[Car Donation](#)

Help Heritage for the Blind Today Call 1-800-2-Donate to Learn How!
www.taxdeduction.com

[National Next Day Pickup](#)

Allstate Car Donation 800 427-8946 Charity-Not Commercial Fundraiser
cardonations.org



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



The Daily Independent

www.ridgecrestca.com Ridgecrest, California 93555

Print Page

Tuesday, December 14, 2004

Last modified Wednesday, November 17, 2004 3:09 PM PST

Highway 395 grant to help reduce accidents

By Nicole Trull/ntrull@ridgecrestca.com

Thanks to a \$348,000 grant, Ridgecrest residents traveling along U.S. Highway 395 will see a stepped up effort by the California Highway Patrol to decrease traffic and fatal accidents between Hesperia and Interstate 15.

The grant was awarded by the Office of Traffic Safety and will be used to pay overtime for CHP officers to patrol the area, plus educate the public about the campaign.

"We are in the beginning phases and we are in the process of getting it set up right now," said Sgt. Chet Yun of the San Bernardino County CHP in Victorville.

The campaign, which will promote the slogan "Don't Pass on Safety," is designed to help reduce traffic and fatal accidents, as well as deter motorists from illegal passing, according to Yun. The enforcement period will begin in March and will run for one year under the Safety Corridor Grant Program.

"Highway 395 has had some fatal accidents because of the roadway," Yun said. "It's two lanes in some areas and one lane in another, and you have people who cross the double yellow line."

"We proposed this plan to seek additional enforcement and public education," he said, adding CHP will use media outlets to get the word out that portions of the highway are being established as a safety corridor.

"We will provide additional enforcement using ground and air vehicles. We will be looking for people who are illegally passing, speeding or committing other

violations on that passage of highway."

The stretch of highway, known to many residents as "blood alley," was listed as the fifth most dangerous two-lane highway in the nation during a "Dateline NBC" report that aired May 7, 2002.

The safety of those traveling the road is of great concern to many residents, including those who no longer live here.

Orange County resident Denise Simmons, who grew up in Ridgecrest, knows all too well what it's like to lose a loved one in an accident on the 395 Highway. Her father was killed March 29, 2003. That's why she founded the U.S. Highway 395 Task Force.

Simmons said when she thought of her father and all of the people she knew who lost someone in an accident on 395, it made her mad ... so she decided to do something about it.

She began collecting signatures at the mall where she lived, and at restaurants in Ridgecrest to help get the road fixed. She collected 4,000 signatures.

Aside from the signatures, Simmons gained an overwhelming support from law enforcement and emergency medical service agencies, political figures, and city agencies throughout San Bernardino and Kern Counties.

But it wasn't until she started researching other areas that have been successful with similar problems that she developed the task force - modeling it after the task force for state route 138.

State route 138 runs between the cities Palmdale and Wrightwood and connects with Interstate 15. A similar project was done along the corridor during an 18-months period. Statistics for that area showed a decrease in accidents and fatalities, Yun said.

"We believe that it did help," he said. "We are always looking for ways to improve safety on certain routes, especially with fatalities. If we can't do it by normal means, we do so with grant proposals."

The task force, along with the San Bernardino County CHP in Victorville have been working together for more than a year to acquire the grant.

In 2001, the San Bernardino County Highway Patrol in Victorville identified 395 as a problem area and submitted a proposal for the Safety Corridor grant. However, competition with roads and intestates in larger areas made it difficult to secure.

Simmons said competition for the grant is still tough, but she believes the grant was made possible because of all the support they received.

"The changes will stop a lot of people from passing and will definitely save some lives - and that's a good thing," she said.

According to Yun, signs will be posted that designate it as a safety corridor. Included in the deterrence is the implementation of rumble strips and double yellow line stripping down the center of the road on portions of the highway. "The rumble strips won't cause you to lose control, but it will get your attention," Yun said.

"There will be several task force meetings, beginning next month," he said. "We will be exploring several ideas as to how to make the corridor as safe as possible."



NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Sunday, October 17, 2004

Victorville man dies in head-on collision on Highway 395

By LEROY STANDISH/Staff Writer

VICTORVILLE — A head-on collision between a semi-tractor trailer and a Chevrolet pickup resulted in the death of 44-year-old Victorville man, according to the San Bernardino County Sheriff's Department.

Ronald Patrick Harrington of Victorville was killed on Highway 395 south of Joshua Dell Road, north of Goss Road, at 10:17 p.m. Friday, according to reports from the sheriff's department and the San Bernardino County Coroner.

Harrington was driving a 1991 Chevrolet C-15 pickup north on Hwy. 395. Witnesses told deputies that Harrington slowly started to drift into the southbound lane of traffic, according to the sheriff's report.

After crossing both yellow lines, the pickup slammed head-on into a southbound Kenworth tractor-trailer driven by 64-year-old James Langdon, of Peoria, Ariz., according to the sheriff's report. Harrington was not wearing a seat belt and was ejected from the truck, according to the sheriff's report.

The sheriff's office is investigating.

LeRoy Standish may be reached at 951-6277 or leroy_standish@link.freedom.com.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

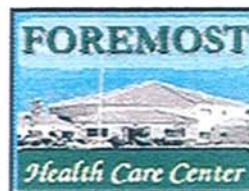
Click here to



Subscribe Now!

Advertisers

"If you build it,
they will come"





Click here to
Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, October 2, 2004

Installation of safety improvements to cause delays on Highway 395

By MIKE CRUZ/Staff Writer

ADELANTO — Motorists will face minor delays on Highway 395 starting Monday morning, as work crews install improvements designated under the highway's Safety Corridor status, California Department of Transportation officials said.

Crews are scheduled to install rumble strips into the center median on Highway 395, said Terri Kasinga, Caltrans spokeswoman. Rumble strips are grooves carved into the asphalt that alert a motorist with a loud thumping noise when a vehicle leaves the lane, she said.

"It eliminates passing," Kasinga said. "There will be a no passing zone out there in that area. And that is to ensure that people stay in their lane, and they don't try to pass."

Caltrans crews will work on the project from 7 a.m. to about 4 p.m. for about three weeks. Lane closures will be necessary, but traffic delays will be minor, Kasinga said. California Highway Patrol officers and flagmen will be on hand to control traffic.

The installation of rumble strips will cost \$167,000, Kasinga said, and they will officially run from 7.3 miles north of the Palmdale Road and Highway 395 interchange to 13 miles south of the Highway 58 interchange, she said.

The Victor Valley's portion of Highway 395 was designated a safety corridor by the state Office of Traffic Safety on June 8. OTS officials granted the CHP at least \$348,000 to help carry out safety improvements.

The grant will provide funding for a public safety awareness campaign, better signage and more officers patrolling Highway 395 from Interstate 15 to Highway 58 at Kramer Junction, officials said.

While funding won't officially kick-in until spring 2005, the CHP will begin meeting with officials from sheriff's stations in Adelanto and Victorville and other Highway 395 Task Force members later this month to begin putting plans together.

"It's going to be enforcement for unsafe passing and speed," said Capt. Dave Navarro, commander of the CHP's Victorville station.

While commuters will see more officers on the highway, plans also include significant public education and media notification about safety improvements.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)

Advertisers

Place Classified Ads
cheap quick & convenient

SE SHEAR REALTY

FANTASY FOOTBALL



NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Sunday, September 19, 2004

Motorcycle rider dies as several vehicles collide on Highway 395

By LEROY STANDISH/Staff Writer

VICTORVILLE — A motorcyclist was killed and nine other motorists injured in a multi-vehicle accident that started when two pickup trucks collided on Highway 395 on Saturday afternoon.

San Bernardino County Coroner's officials identified the motorcyclist as Thomas Gonyer, 52, of Rubidoux. Conditions were not available for four others with serious

injuries who were airlifted to Loma Linda University Medical Center.

"That's my buddy up there," said another motorcyclist, who did not give his name. He said he was riding with Gonyer when the accident happened.

"I think he died instantaneously," the man said.

The accident started when a white Ford pickup driven by Orion Sanders and heading north on Highway 395 south of Sycamore Street rear-

ended a Black Chevy S-10 truck, driven by John Byrne, 31, at about 1:15 p.m., San Bernardino County sheriff's deputies and witnesses said.

"I was turning left onto Greasewood Lane, I was slowing down to make a turn and the next thing you know I got hit," Byrne said. "When I got rear-ended I just closed my eyes, grabbed my steering wheel and held on and went for a ride."

Byrne's truck flipped onto its roof and into oncoming southbound traffic, where three cars struck his truck. Byrne said his seat belt saved him.

A Volvo truck traveling without its trailer and driven by Michael Talinowski, 30, veered off the northbound lane to avoid the accident, knocking out a power pole on the east side of the highway.

Meanwhile, the white Ford pickup continued north after striking Byrne's truck and slammed head-on into a black Ford Explorer, occupied by Neil Toth and his wife, Patricia, deputies said. Both the Toths, Sanders and his young son, Colton, who was a passenger in the Ford truck, were airlifted to Loma Linda, deputies said.

Deputies believe Gonyer may have lost control of his Triumph Daytona 955 motorcycle when he hit debris from the crash.

The collisions shut down Highway 395 in both directions between Bear Valley Road and Main Street in Hesperia for more than five hours while rescue workers helped the victims and deputies investigated.

Pizza deliveryman James Westerfield, 18, was driving a red Honda Civic that crashed into Byrne's truck.

"I saw a cloud of dust right in front of me and all this debris," he said. "The back of the truck landed on the right side of my car and the front of the other car."

Click here to



Subscribe Now!

Advertisers



"If you build it,
they will come"

The other car was a blue Chevrolet Beretta, driven by 26-year-old Reno Daniel Estrada, who was taken to a local area hospital, deputies said.

A third car, a brown Honda Accord, also hit the overturned Chevrolet pickup. Its driver and passengers — Martin Flores, 28, his wife, Azary Valencia, 24, Emily Flores, 2, and Brandon Flores, 5 — were all taken by ambulance to local hospitals, deputies said.

The cause of the accident is under investigation.

[Ads by Google](#)

[Driving safe](#)
Radar speed
display signs can
slow traffic in
school or work
zones.
www.informationdisplay.c

LeRoy Standish can be reached at leroy_standish@link.freedom.com or 951-6277.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press

[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Monday, September 13, 2004

Twelfth death of year on Hwy 395

By CECILIA POTTS/Staff Writer

VICTORVILLE — A nighttime head-on collision on Highway 395 killed a Victorville woman Saturday and injured four others, officials said.

The death is the 12th of the year on the highway between Interstate 15 and Highway 58, according to the San Bernardino County Coroner's Office and past reports.

Carol Partin, 37, of Victorville was driving southbound on Highway 395, south of Luna Road, when her vehicle drifted into the northbound lane about 8:30 p.m., according to the San Bernardino County Sheriff's Department. Partin's 1995 silver Dodge Caravan collided with a northbound 2004 white Toyota Corolla, officials said.

Partin was pinned in the vehicle and is believed to have died from injuries she received from the collision, a report from the Sheriff's Department said.

The 17-year-old female driver of the Toyota and three girls who were passengers in Partin's Dodge minivan were transferred by ambulance and by Mercy Air to Loma Linda University Medical Center for treatment of their injuries, according to deputies.

The identity of the 17-year-old driver, of Victorville, was withheld because of her age.

The conditions of the injured girls are unknown.

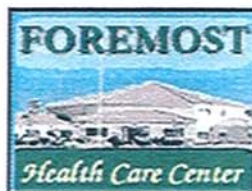
Compared to this year's toll, there were 16 collision-related deaths reported on the Victor Valley segment of the highway from January to August last year.

Staff Writer Cecilia Potts can be reached at cecilia_potts@link.freedom.com or 951-6232.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Advertisers



DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Wednesday, August 25, 2004

Traffic Tuner by Mike Cruz

Stopping for school buses
Dear Traffic Tuner,

I thought state law required vehicles that encounter school buses with flashing red lights to stop until the lights stop flashing. Has that law changed, because I see few people stopping for school buses any more?

Any vehicle that meets, from either direction, a school bus that is stopped so that it can load or unload children and is flashing a red light signal and a stop signal arm, must stop immediately before passing the bus, according to California Vehicle Code 22454.

The Red Light Law, which became effective in October 1999, is designed to save the lives of children who may be crossing the roadway while getting on or off the bus.

Vehicles that have stopped for the school bus may not proceed past the school bus until the flashing red signal has stopped and the stop arm has been raised, according to the Vehicle Code. As an exception, motorists on divided or multi-lane highways don't need to stop for buses that have stopped on the opposite roadway.

Fines for violating the Red Light Law can be stiff. First-time offenders can be fined between \$150 and \$250. A person convicted of a second offense can expect to pay a fine between \$500 and \$1,000. A third offense in a two-year period can result in a one-year suspension of the violator's driver's license.

Dear Traffic Tuner,

Developers are building hundreds of new homes near Sycamore Street and Highway 395. Will a right-hand turn lane be built on northbound 395 to eastbound Sycamore Street to accommodate the extra traffic?

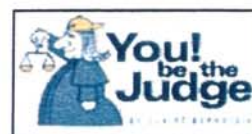
While there are a lot of construction projects and related studies taking place in the Golden Triangle area, there are currently no plans for a right-turn lane at the southeast corner of Highway 395 and Sycamore Street, said Brian Gengler, traffic engineer for Victorville.

Northbound Highway 395 offers two lanes from the aqueduct to Bear Valley Road, and any lane widening would be as a result of the developments. However, studies for the developments would have to conclude that any improvements, such as a right-turn lane or a traffic signal, would be necessary. So far, that hasn't happened.

The southeast corner of that intersection is zoned for commercial property, and any major development could require a turn lane. But that could be a long way off.



Traffic
Tuner
by
Mike Cruz



Advertisers

[Ads by Goooooogle](#)

Wild Wash closure

The northbound on- and off-ramps at Wild Wash Road on Interstate 15 were closed Sunday for 60 days so that Caltrans can reconstruct the roadway, officials said. The closure is part of the construction project on Interstate 15 from Victorville to Barstow.

Caltrans has offered two detours. For northbound commuters who want to exit at Wild Wash Road, officials recommend exiting at Hodge Road, enter the southbound Interstate 15 and then exit at Wild Wash Road.

For motorists who wish to enter Interstate 15 at Wild Wash Road, take the southbound on-ramp to Dale Evans Parkway, exit and take the northbound on-ramp at Dale Evans Parkway.

Have a question about bad roads, dangerous intersections, traffic laws or other driving-related matters? Write: The Traffic Tuner, Daily Press, P.O. Box 1389, Victorville, CA 92393-1389 or e-mail questions to mike_cruz@link.freedom.com.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Digital Photoenforcement
Non-intrusive
Internet enabled
red light and speed
camera programs
www.transolgroup.com

Stop CA DMV suspension
Save your license.
Save your job! Exp.
CA lawyer does it
in one day.
www.stantheradarman.co

Searching For Red?
We'll Pay You \$300
Right Now To Take
A Quick Red
Survey!
HighPaySurveys.com

Traffic Signal
Shop for Radar
Detectors! Find,
Compare and Buy
www.Shopping.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



[Click here to](#)



[Subscribe Now!](#)

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, August 14, 2004

Man injured after crash with big rig

By MIKE CRUZ/Staff Writer

HESPERIA — A man was seriously injured when his car slammed into the side of a big rig on Highway 395 in Hesperia on Friday afternoon, fire officials said.

A semi-tractor trailer was stopped on Three Flags Road and then attempted to turn south on Highway 395 when the collision occurred at 4:30 p.m., according to the San Bernardino County Fire Department.

A purple car with a male driver was headed north on Highway 395 when the car slammed into the side of the trailer, spun around and was trapped under the trailer, fire officials said.

The driver was trapped inside the vehicle and had to be cut out with the jaws of life, according to firefighters. He was transported by helicopter to Arrowhead Regional Medical Center with a possible fractured ankle, knee injuries and complaining of chest pain, firefighters said.

The truck driver was not injured.

San Bernardino County sheriff's deputies are investigating the collision in which excessive speed may be a factor, officials said.

Photo Editor Jim Quigg assisted with this report.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Advertisers

Place Classified Ads
 cheap quick & convenient

High Desert Primary Care Medical Group

FANTASY FOOTBALL

LETTERS TO THE TIMES

Action Instead of Tears Over Highway Deaths

August 9, 2004

Re "The Road They All Dread," Aug. 4: Too bad about Hope Johnson and all those other poor souls killed and maimed on Highway 395. But it isn't Ridgecrest that needs a wake-up call but rather the DMV and our state legislators who turn a blind eye to motorists who break California's motor vehicle laws. We have three strikes for criminal offenders; why not similar penalties for motorists?

Instead of folksy tear-jerkers, roadside shrines and wider roads, which simply encourage more traffic and clowns with fast cars and too much testosterone, efforts should be made to increase the penalties for traffic violations. Seizing vehicles of offending motorists is a good place to start.

Martin Mutsch

Seal Beach

*

The problem so graphically symbolized by the parade of death on Highway 395 can be seen in lesser forms nearly everywhere else in California. Failure to realistically plan for development is, quite simply, ruining the state. I was born in the 1970s, but even I can remember hitting the open road and escaping into the relative emptiness that surrounded Los Angeles. Now, my life practically revolves around considerations of how much time will be wasted parked on the freeway.

Forty years from now, people in previously sleepy towns are going to be wondering why nobody thought to build more freeways while there was space to build them. And still developers assure us with their "studies" that there are enough roads to support even more cookie-cutter homes out in the desert.

David M. Marquez

Los Angeles

If you want other stories on this topic, search the Archives at latimes.com/archives.

TMSReprints

Article licensing and reprint options

Copyright 2004 Los Angeles Times

COLUMN ONE

The Road They All Dread

Scenic, two-lane Highway 395 cuts a deadly path through the Mojave Desert. Many residents of Ridgecrest know it all too well.

By Sharon Bernstein
Times Staff Writer

August 4, 2004

RIDGECREST, Calif. — Travis Johnson put his 2-year-old daughter, Hope, into her car seat and sat down next to her in the back of the Toyota. His friend Patrick Cole was at the wheel, and another friend, Amber Courtney, was in the passenger seat.

The Mojave Desert sun was just starting its ascent as the car carrying the baby and the three friends — all from Ridgecrest — turned south on U.S. Highway 395 on a Sunday last August, heading to a motorcycle show.

An hour later, 23-year-old Cole was dead, thrown from the car when it was broadsided by a motor home filled with vacationers. Courtney, 19, also was dead. Johnson, 20, was in critical condition, with severe head trauma.

Paramedics found Hope still strapped into the baby seat, barely alive. Her skull had been wrenched from her spine by the force of the collision.

For weeks, Hope lay in a morphine-induced coma at Loma Linda University Medical Center near San Bernardino.

People in her hometown grieved. But nobody was surprised.

Since 1992, the earliest year for which the state has records, there have been more than 2,000 crashes on the 90-mile stretch of 395 that runs north from Interstate 15 to the turnoff for Ridgecrest.

More than 1,500 people have been injured on the two-lane highway, and about 150 have died. Three teenagers were killed just last weekend, when their car collided with a truck hauling two trailers at an intersection in Hesperia.

"When I got the phone call about Hope, and they said it happened on 395, I thought, 'Of course,'" said Jackie Harris, Hope's mother. By the time she graduated from high school, Harris already had lost her godmother and two friends in accidents on U.S. 395.

The road through this part of the Mojave is scenic. Dotted with Joshua trees and framed in places by nubby, blue-brown hills, it is listed on registries of beautiful drives in California.

But it is treacherous.

It winds swiftly uphill and plunges downhill again, running like a roller coaster over blind dips that locals call "whoop-le-dos." On some stretches, there is little or no shoulder.

The toll of injury and death on U.S. 395 has touched many in Ridgecrest, a town of 25,000 that grew up to serve the nearby China Lake Naval Air Weapons Station, and tinges the most ordinary activities with anxiety.

Parents worry about every out-of-town field trip and football game. They teach their teenagers to drive hugging the right-hand side of the road to avoid swerving cars and trucks. Some residents refuse to drive on U.S. 395 at all, traveling miles out of their way to shop or visit relatives.

For many in Ridgecrest, the sweet, soft face of Hope Johnson, now 3, has come to symbolize the critical importance of improving U.S. 395.

A year after the towheaded toddler's accident, Hope's bright blue eyes can still see, but her brain has difficulty processing the images. After months of immobility, she is beginning to try to stand, but she can't yet walk.

Her mother and stepfather work with her every day, moving her limbs and plying her with kisses when she smiles or laughs or tries to do something new.

With proper medical care, her doctors say, Hope may be able to regain 85% of her abilities.

Darla Baker, Hope's step-grandmother, is an editor at the town newspaper, the Ridgecrest Daily Independent, which has published five articles on the little girl since the collision.

Baker wrote some of the stories herself, describing Hope's recovery in an intimate, folksy style.

In this small city, the story of the girl whose life was forever altered has been something of a wake-up call.

"Hope's accident changed my life," Baker said. "I decided it was time for something to happen."

When a reporter visited recently to talk about U.S. 395, Baker put a notice in the Daily Independent, and more than two dozen people came to City Hall. One couple, who had moved, drove more than two hours to talk about the loved ones they had lost.

It was a bleak accounting:

Police Chief Michael Avery lost his 22-year-old son, David Ozanne.

Sharon Hartley lost her mother, Billie Van Der Pool.

The local newspaper lost its chief news editor, Jill Andaloza, and its page designer, Will Higgen.

Deputy Mayor Richard "Duke" Martin has lost so many friends that he lists them by the decade.

In the 1970s, I lost Bert French, the owner of French's Liquor Store," he said. "In the 1980s, I lost Paul Nelson, a high school classmate. In the 1990s, I lost Mr. and Mrs. Dick Johnson. In the 2000s, I lost two friends, Bill Cunningham and Clyde Irvine."

U.S. 395 is not the most dangerous road in California. That dubious honor goes to a section of Angeles Crest Highway in Los Angeles County. But it is one of just 12 narrow, older roads identified in 2000 by state transportation planners as dangerous and in need of improvement.

Like other rural routes, it was built as a two-lane link between small towns. Now it carries an average of 15,800 vehicles per day — more than twice as many as 20 years ago, and is an increasingly important trucking route.

Long isolated from the congestion that plagues more urban parts of the state, the towns around U.S. 395 are now bursting with development. But as in many rapidly urbanizing areas, increased development has not been followed by

significant roadway improvements.

Rose Melgoza, a spokeswoman for the California Department of Transportation, said — and people in Ridgecrest know it's true — that many of the accidents are caused by driver errors.

Patrick Cole, for example, may have been trying to make a U-turn on the road when the motor home slammed into him. And four teenagers who were killed two years ago may have drifted into the wrong lane.

But highway safety advocates note that two-lane roads have eight times the accident rates of interstates. If these roads were a little wider, or had more of a shoulder, the consequences of human errors might not be so severe.

"The basic premise is that if you make a mistake, you shouldn't have to pay with your life," said Gerald Donaldson, research director of Advocates for Highway and Auto Safety, a Washington, D.C.-based safety organization. "You should design a highway so that people can make an error and then recover."

In June, after nearly a year of intense lobbying, residents won a \$348,000 state safety grant that will provide money for warning signs and an education campaign about safe driving on U.S. 395. And officials from several cities and three counties, who for years despaired of finding the money to improve the road, pooled their money and came up with \$10 million, which along with a \$4-million commitment from Caltrans will be enough to begin environmental studies on proposed improvements.

Deborah Barmack, director of management services for San Bernardino Associated Governments, said she has been working to fix U.S. 395 since 1990, when she started her job at the regional planning agency.

"Over the last several years, the rate of growth and traffic and development there have resulted in a much higher accident rate, and it's just horrible," Barmack said. "We are trying desperately to make improvements."

When state highway officials set out in 2000 to pinpoint the most dangerous two- and three-lane roads, one of the first to be identified was U.S. 395.

Transportation planners proposed a number of improvements, including shoulders, rumble strips, a median and a plan to widen the road. A few improvements have been finished, including the modernization of a particularly dangerous intersection. But it will cost about \$1 billion to do all the work.

Because the area is home to the California desert tortoise, environmental studies alone could take up to seven years, and it could be more than a decade before the project is finished.

The tragedies on U.S. 395 have not been limited to Ridgecrest. People in Adelanto, a rapidly growing community right on the highway, also have had friends and family killed in accidents.

Eric Foster, a 21-year Caltrans employee, moved from North Hollywood to Adelanto 13 years ago to raise his children in the quiet, affordable desert town.

"I've seen a lot of accidents," said Foster, whose job includes helping to clean up accidents on the highway.

So when a police officer knocked on the door and asked, "Does Peggy live here?" Foster said he could almost picture the scene.

Peggy Cowlshaw, Foster's stepdaughter, was just 18 and newly in love with the son of close family friends. She had died in a head-on crash with a tractor-trailer. Her boyfriend, Nolan Flesher, 19; his brother, Neal, 17; and two other teenagers also were killed.

"I left my home up there to come to a little town to raise my children," Foster said, "and look what happened."

In Ridgecrest, the parade of deaths and injuries has affected the way people live, where they go and how they get there.

Nelly Curry, who has lived in Ridgecrest since 1986, used to go south, toward San Bernardino, when she wanted to buy a nice dress or shop in a big retail store.

Now, she heads north out of town and then southwest, toward Palmdale, and shops there. She'd like to find medical care in Palmdale too, but she has a condition that requires the expert intervention available at Loma Linda University Medical Center.

"I had a very close call going to the doctor," Curry said. "It was at a dip. A pickup truck passed five cars and went up on the sand. I almost cried. I'm afraid to go to San Bernardino."

H.K. Holland, who has owned a mortuary in Ridgecrest since 1967, has had to reach into his own reservoir of strength more than once to make it through the burials of people he knew well.

"A couple of years ago, we had four in one family, and I personally knew each of them," he said.

Shortly after Hope's accident, her mother packed the little girl's belongings, including her toys and medical supplies, in a Jeep Cherokee and moved to Santee in San Diego County. Now when Harris comes back to visit, she drives the long way around — through Los Angeles County and down from Palmdale, rather than risk the two-lane portion of U.S. 395.

Denise Irvine Simmons, who grew up in Ridgecrest, already had moved to Orange County when her father died on U.S. 395 about a year ago. Even though her stepmother still lives there, Simmons rarely drives to Ridgecrest anymore. She's too scared of the road.

"Here's where my Dad died," the 40-year-old Simmons said, her tensed hands clutching the steering wheel of a Mazda SUV.

When Simmons and her siblings were teenagers, Clyde Irvine, a scientist at the China Lake weapons station, took pains to teach them how to drive on U.S. 395. Like other Ridgecrest parents, he exhorted his children to drive as close to the right-hand edge of the road as possible — never mind that this meant violating laws about staying within a lane.

Simmons is driving this way now: On stretches where there is no shoulder, the passenger-side wheels of the SUV ride to the right of the lane, just inches from the gravel that lines the road on both sides.

Her father's habit of driving to the right, she said, saved her stepmother's life. The passenger side of the car was almost undamaged.

Simmons points out the window to where five white crosses are planted in the desert ground just off the road. In the time it takes to count them, the SUV swoops down into a dip so steep it takes your stomach out.

A little way down the road, near Adelanto, there is another clutch of crosses, honoring Peggy Cowlshaw and the other teens killed here.

If they had a cross up here for everybody who died on this road," Simmons said, "it would look like a cemetery."

If you want other stories on this topic, search the Archives at latimes.com/archives.

TMSReprints

Article licensing and reprint options



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Monday, August 2, 2004

Crash kills three teens

Tractor-trailer broadsides car full of youths returning from Magic Mountain outing

By JAMES RAMAGE/Staff Writer

HESPERIA — Two Hesperia teenagers — and one from San Bernardino — died when a tractor-trailer broadsided their car at Highway 395 and Phelan Road early Sunday morning, authorities said.

Three other Hesperia teenagers who were passengers in the car were injured from the collision and airlifted to Loma Linda University Medical Center, sheriff's Sgt. Randy Beavers said.

Hesperia teenagers Louise McCluan, 17, and Vanessa Palos, 18, and Johnathan Madrigal, 19, from San Bernardino, died at the scene, the San Bernardino County Coroner's office reported.

At the same time, Hesperia residents Brian Paustell, 19; Heather Henriquez, 18; and Isaac Alexander, 23, suffered various injuries, Jill Hemingway said from the medical center. Hemingway is the mother of a friend to all the teenagers involved in the collision.

"It's so sad, because these kids were just starting out in life," Hemingway said. "They're all really good kids. It's too much loss."

Returning from a day trip to Magic Mountain, in Valencia, Alexander was driving a 1995 Chrysler Concorde four-door sedan eastbound on Phelan Road in the No. 1 lane, according to Beavers and the coroner's office report. Alexander had four passengers in the back and one up front when he entered the intersection at Highway 395, Beavers said.

At the same time, Adelino Montano drove a Freightliner truck with two trailers southbound on Highway 395 into the intersection and struck the Concorde in the rear passenger area at around 3 a.m., Beavers said.

The collision caused the Concorde to spin, ejecting two of the back-seat passengers, Beavers said.

None of the back-seat passengers had been wearing a seat belt, Beavers said. Based on the damage to the Concorde, investigators don't believe speeding played a role in the collision, Beavers said.

Montano was not injured, Beavers said.

One of the drivers ran a red light, Beavers said, but it was unclear which one.

By Sunday afternoon, Alexander had been released from the hospital, Hemingway said.

Paustell sustained multiple fractures and road rash, and remained in the intensive care unit, Hemingway said.

Henriquez suffered minor head injuries and was communicating with medical staff, Hemingway said. She is scheduled to be released today.

A 20-foot-high bluff at the northwest corner of the intersection blocks the

Advertisers





[Click here to](#)



[Subscribe Now!](#)

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, July 2, 2004

Two people injured in crash on Highway 395

By MIKE CRUZ/Staff Writer

ADELANTO — A man and a boy were seriously injured when the car they were riding in crossed into the oncoming traffic lane on Highway 395 and collided with a semi-trailer in Adelanto on Thursday, officials said.

Juan Jose Woodsimmons III, of Los Angeles, was driving a teal 1997 Ford Escort northbound on Highway 395, when the vehicle suddenly crossed the center line and drove into oncoming traffic on the two-lane highway, according to the San Bernardino County Sheriff's Department.

The vehicle reportedly spun around and was struck by a white truck and an empty flatbed trailer between Mojave Drive and Seneca Road about 2:35 p.m., officials said. The impact caused significant damage to the rear half of the Escort, which came to a stop on the roadside of the southbound lane.

"We have no idea why he came onto the other side of the road," said Deputy Darin Lansdown.

When paramedics pulled Woodsimmons out of the car, he was disoriented and he asked the deputies what had happened.

Woodsimmons and a male juvenile passenger were both transported by helicopters to unknown hospitals, officials said.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Advertisers

Place Classified Ads
cheap, quick & convenient

NIE
NEWSPAPERS IN EDUCATION
Daily Press • Desert Dispatch
760-951-6267

FANTASY FOOTBALL



Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Thursday, June 10, 2004

Planners OK 1,500-home plan**Several builders involved in Victorville development**

By LARRY RAND/Staff Writer

VICTORVILLE — A 406-acre subdivision approved by the Planning Commission Wednesday evening plus homes on adjacent properties could add more than 2,000 residences to the city's north side.

The West Creek planned community, stretching from Hook Boulevard north to Hopland Street, and from Amethyst Road west to Topaz Road, could add more than 1,500 homes.

Its plan allows four homes to the acre, but city spokesperson Yvonne Hester said that while some lots would actually be slightly smaller than the city standard of 7,200 square feet, others would be larger.

The homes will vary in size and price.

"That's part of using a Specific Site Plan," Hester said. "The developer can achieve design variety, but is required to build infrastructure, paseos and other amenities as compensation."

The first wave of West Creek consists of 645 homes. The homes will be built by companies already known in the area for their own subdivisions — KB Homes, Suncal, and Sterling — with SCC Acquisitions, the master developer, a partner on some tracts.

Frank Williams, chief executive officer of the Building Industry Association-Southern California, Baldy View Chapter, said the practice is common for master-planned communities such as West Creek.

"They're selling lots to merchant builders," Williams said. "It's a common practice. It's done for financial reasons and to spread around the risk. It's very seldom that master developers will build out the community themselves."

Williams said that master-planned communities are the trend in the building industry.

"They're the way to go," Williams said. "You get all the infrastructure put into place at one time, and you get more for your money — whether you're the builder, the homeowner or the city."

Other developers are asking the commission to rezone property adjacent to West Creek for more single-family homes, which would expand the residential community along Mojave Drive all the way to Highway 395.

Property owners of the land north of Mojave Drive, east of Highway 395 and west of Cobalt Road — an area at least as large as West Creek — had planned to ask that their land be rezoned from light industrial to residential, but the requests were continued.

Bill Webb, interim director of planning, said that requests for residential zoning north of Mojave Drive would face careful scrutiny by planners, and that some tracts abutting Adelanto may be too close to Southern California Logistics Airport for residential development.

Advertisers



Williams said he expects that more planned communities will locate in Victorville.

"With 50 percent of the building permits in the county going to the High Desert, expect to see more," he said.

Larry Rand can be reached at larry_rand@link.freedom.com or 951-6232.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Goooooogle](#)

[Eco-Friendly Co-Housing](#)

Unique, Beautiful Community of New Homes in Tucson, AZ. Come Visit!
StoneCurves.com

[Gated Planned Community](#)

Play at nearby South Padre Island
Affordable private country living
www.madisongrove.com

[Diamond Ridge Subdivision](#)

10 Acre Lots in Willamette Valley
Picturesque Acreage near Eugene, OR
www.diamond-ridge-oregon.com

[Planned Communities](#)

View Homes for Sale Nationwide! MLS, new houses, & foreclosures.
www.HomeListings-USA.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

San Bernardino County



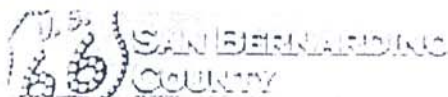
FREE LOBSTER DINNER!

Inland Southern California
Thursday June 10, 2004 10:26 a.m. PDT

Register | Member Center | Visit Member Center
Customize | MySpecialsDirect

Search

Go



Safety grant will boost CHP patrols on Hwy. 395

01:28 AM PDT on Thursday, June 10, 2004

By K. FRANKIE SANTOS / The Press-Enterprise

Patrols will be stepped up on Highway 395 and a public education campaign rolled out to improve safety on the two-lane highway, thanks to a \$348,000 grant the California Highway Patrol received from the state Office of Traffic Safety.

The grant also pays for helicopter patrols, safety equipment, road striping and signs, said Denise Irvine Simmons, the head of the Highway 395 Task Force, an advocacy group.

Simmons' father, Clyde Irvine, was killed in a collision on Highway 395 in Adelanto. The March 2003 collision happened among the highway's dips and crests that limit visibility.

Simmons will work with the CHP to craft the public education campaign.

"This has been a long-time concern, and we're looking forward to that (educational) program starting as soon as possible," said Cheryl Donahue, spokeswoman for the county's transportation agency, San Bernardino Associated Governments.

But "the best thing about this designation is that it puts 395 on a list for major funding," Simmons said.

The grant and the highway's recent designation as a state safety corridor attracts federal funding, Simmons said. That funding will help pay for a project to move and widen the segment between Interstate 15 and a point just north of Adelanto city limits.

The project would move the highway to the west and take it out of Adelanto, where it serves as a major street.

Proud Sponsor
of the

Beach Train 2004

MOORE
Preventive Maintenance Pros

ClassifiedCenter

Search local ads from the paper and much more!

PE.net ISP

Noticias en español

The Business Press

the d

Special events

Newspaper ads

Place an ad

Subscribe to the paper

What's New

The highway would be widened to six lanes between I-15 and Highway 18 and four lanes from Highway 18 to north of Adelanto city limits. The project would cost \$1 billion.

The project is in development, with several different routes under consideration.

Simmons said the CHP is considering making the 46-mile stretch between I-15 and Kramer Junction at Highway 58 a no-passing zone. It would limit accidents but also increase public outcry for improvements to the road, she said.

The highway serves as the main road to locations near the Sierra Nevada, including Owens Valley, Bishop and Mammoth Lakes.

Reach K. Franke Santos at (909) 806-3065 or fsantos@pe.com

[cars.com](#)

Find a car
Find a dealer

[jobzone](#)

Job seekers
Employers

[homecenter](#)

Residential
Rentals
Commercial
Apartments
MoveCenter

[and...](#)

DatingCenter
TicketCenter
Place an ad

More headlines...

'Extraordinary' man recalled

Inland case gets down to business

\$117.9 million budget proposed

Class of '04 makes mark

Rialto grads seize opportunity

More...

ARTICLE TOOLS: [Print it](#) | [Discuss it](#) | [E-mail it to a friend](#)

Table of Contents

Home page

Advertiser Directory
Angels baseball
Archives

Business

Business Real Estate
Business Wire
California news
Cars.com
Classifieds

Columns

Comics
Consumer news
Crossword
Dating Center
Day in Pictures
Digital Extras
Dining Guide
Dodgers baseball
Elections 2004

Entertainment

Epicenter
Family
Food
GenNext
Golf
The Guide
Health
High School sports
Hockey
Home & Garden

Home Improvement

HomeCenter
Homes Sold
Horoscopes
JobZone
Lakers basketball
Legal Guide
Legal Notices
Lifestyles
Living

Local news

Lotto
Message boards
Movie reviews
Music news
National news
Obituaries
Opinion
Personal Technology
Real Estate pros

Recreation

Riverside Metro
San Bernardino Count
Sports
Stock Market
Ticket Center
Travel
TV listings
Weather Center
World news

[Help Center](#) | [Contact Us](#) | [Terms of Service](#) | [Privacy](#) | [Advertising](#) | [Site Map](#) | [About Us](#)

© 2004 Belo Interactive Inc.


[Create an account](#)
[Death-Valley.us Forums](#)

December 22, 2004

Main Menu

- [Death Valley](#)
- [Top articles](#)

-
- [Topics](#)
 - [Past Articles](#)
 - [DV Pages](#)
 - [Reviews](#)
 - [Surveys](#)

-
- [Search](#)

-
- [Feedback](#)

-
- [Gallery](#)
 - [Web Links](#)
 - [Weather](#)

-
- [Forums](#)

Death Valley Facts

Area:
 3,367,627.68 acres
 1,362,860.25 hectares
Highest Point:
 Telescope Peak
 11,049 feet
 3,367.7 meters
Lowest Point:
 Badwater: -282 feet
 -86 meters
Highest Temperature:
 134 F 56.6 C
Lowest Temperature:
 15 F -9.4 C
Animals & Plants
 Mammals: 51 species
 Reptiles: 36 Species
 Amphibians: 5 species
 Fishes: 5 species
 Birds: 346 Species
 Plants: 1042 Species

Posted on Wednesday, June 09, 2004 @ 12:10:59 PST

395 gets safety corridor status



CHP gets \$348,000 for campaign, patrolling

VICTORVILLE — State officials awarded Highway 395 safety corridor status, which will bring much-needed money for traffic improvements to the High Desert roadway, officials announced Tuesday.

Granting safety corridor status to 395 — regarded as one of the most dangerous roads in the country — is considered a possible step toward more long-term improvements in the future, said officials from Assemblywoman Sharon Runner's office.

"It's huge in terms of a first step," said Mark Kirk, spokesman for Assemblywoman Runner, R-Lancaster. "This will be a fantastic beginning to safety improvements along that road."

Runner's office announced Tuesday that the California Office of Traffic Safety awarded at least \$348,000 to the California Highway Patrol as a grant to designate Highway 395 as a safety corridor, Kirk said.

The grant will provide funding for a public safety awareness campaign, better signage and more officers patrolling Highway 395 from Interstate 15 to Highway 58 at Kramer Junction, officials said.

Denise Simmons, of Coto De Caza, and the daughter of a fatal-crash victim, coordinates the Highway 395 Task Force, which has worked to gain support for traffic improvements. The Task Force has attracted a long list of members, including politicians, law enforcement officials, families of victims and people who drive the highway.

Simmons was unavailable for comment Tuesday.

Runner, a member of the task force, sat down with OTS Acting Director Chris Murphy in February to discuss the importance of awarding the grant. Murphy was reportedly aware of the highway's dangers, and the grant was awarded Monday, Kirk said.

Now that safety corridor status has been achieved, the task force must work through the improvements, monitor the impacts and then work with government agencies — such as San Bernardino Associated Governments, the regional transportation planning authority — for more significant, long-term improvements, officials said.

The volume of traffic deaths on Highway 395 prompted NBC News to call it one of the country's 10 most dangerous roads in a recent report.

There have been six deaths on Highway 395 so far this year. A Victorville man died in a head-on crash on the highway on May 27, and four people died and five others were injured in a Highway 395 collision on Jan. 6. Both fatal collisions occurred near the same place in Victorville.

Death Valley

- [Geology](#)
- [History](#)
- [Climate](#)

-
- [Animals](#)
 - [Plants](#)

-
- [Roads](#)
 - [Desert Travel](#)
 - [Park Services](#)
 - [Camping & Lodging](#)
 - [Points of Interest](#)

-
- [Maps](#)

-
- [GBR Field Trips](#)

-
- [About Us](#)

Login

Nickname

Password

Don't have an account yet? You can [create one](#). It's free!

Options

[Printer Friendly Page](#)
[Send to a Friend](#)

In 2003, there were 16 deaths.

Since 1999, there have been 822 traffic collisions on Highway 395 that have resulted in 60 fatalities, according to the Highway 395 Task Force.

Copyright © 2004 Daily Press

No Comments Allowed for Anonymous, please [login/register](#)

Death-Valley.us does not endorse or stand behind the accuracy, truthfulness, or reliability of any information (including statements of opinion and advice) posted by readers and is not responsible in any manner for any of the content in their posts, or for any subsequent actions you may take as a result of such posts. Statements made reflect only the views of their authors.

Re: 395 gets safety corridor status

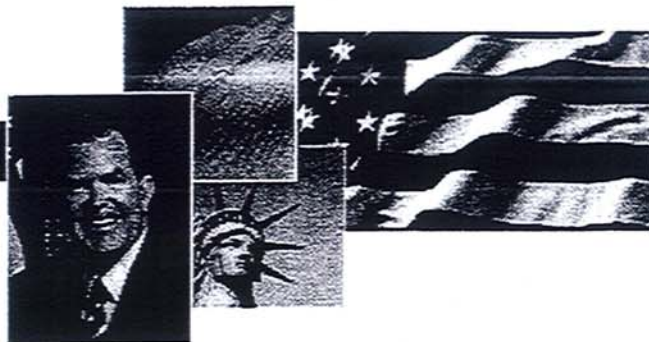
by **jinjimbo** on Wednesday, June 09, 2004 @ 18:23:41 PST

Put the money towards making the road safer by making it a freeway, bypasses and the like.

District 18

CALIFORNIA STATE SENATE REPUBLICAN CAUCUS

Senator Roy

Ashburn[Profile](#)[District](#)[News](#)[Publications](#)[Multimedia](#)[Legislation](#)[Committees](#)[Resources](#)[Home](#)6/9/04 ([print version](#))

Ashburn Encouraged by New Highway Funding

Senator Roy Ashburn was encouraged today that the state is moving one step closer to improving the safety of motorists traveling on Highway 395 near Victorville.

This week, the state's Office of Traffic Safety awarded a "Safety Corridor" designation to the highway means that new funding has been earmarked to increase law enforcement's presence in the area. Additionally, motorists can expect helicopter patrols, public awareness campaigns, safety equipment as radar, road striping and new signage.

"This is an important step in the right direction," Ashburn said. "Highway 395 has claimed far too many lives. It is absolutely vital that we continue our progress to improve the roadway to protect innocent drivers."

The Office of Traffic Safety award provides \$348,000 in funding to the California Highway Patrol over years. Ashburn met with the Office of Traffic Safety's acting director earlier this year to stress the importance of taking immediate action.

"This is a project that requires immediate action," Ashburn said. "Let's continue moving forward because our job is not done until Highway 395 is fully improved to protect area motorists."



Create an account

Death-Valley.us Forums

February 28, 2005

Main Menu

- Death Valley
- Top articles

- Topics
- Past Articles
- DV Pages
- Reviews
- Surveys

- Search

- Feedback

- Gallery
- Web Links
- Weather

- Forums

Death Valley Facts

Area:
3,367,627.68 acres
1,362,860.25 hectares

Highest Point:

Telescope Peak
11,049 feet
3,367.7 meters

Lowest Point:

Badwater: -282 feet
-86 meters

Highest**Temperature:**

134 F 56.6 C

Lowest**Temperature:**

15 F -9.4 C

Animals & Plants

Mammals: 51 species
Reptiles: 36 Species
Amphibians: 5 species
Fishes: 5 species
Birds: 346 Species
Plants: 1042 Species

Posted on Wednesday, June 09, 2004 @ 12:10:59 PST

395 gets safety corridor status**CHP gets \$348,000 for campaign, patrolling**

VICTORVILLE — State officials awarded Highway 395 safety corridor status, which will bring much-needed money for traffic improvements to the High Desert roadway, officials announced Tuesday.

Granting safety corridor status to 395 — regarded as one of the most dangerous roads in the country — is considered a possible step toward more long-term improvements in the future, said officials from Assemblywoman Sharon Runner's office.

"It's huge in terms of a first step," said Mark Kirk, spokesman for Assemblywoman Runner, R-Lancaster. "This will be a fantastic beginning to safety improvements along that road."

Runner's office announced Tuesday that the California Office of Traffic Safety awarded at least \$348,000 to the California Highway Patrol as a grant to designate Highway 395 as a safety corridor, Kirk said.

The grant will provide funding for a public safety awareness campaign, better signage and more officers patrolling Highway 395 from Interstate 15 to Highway 58 at Kramer Junction, officials said.

Denise Simmons, of Coto De Caza, and the daughter of a fatal-crash victim, coordinates the Highway 395 Task Force, which has worked to gain support for traffic improvements. The Task Force has attracted a long list of members, including politicians, law enforcement officials, families of victims and people who drive the highway.

Simmons was unavailable for comment Tuesday.

Runner, a member of the task force, sat down with OTS Acting Director Chris Murphy in February to discuss the importance of awarding the grant. Murphy was reportedly aware of the highway's dangers, and the grant was awarded Monday, Kirk said.

Now that safety corridor status has been achieved, the task force must work through the improvements, monitor the impacts and then work with government agencies — such as San Bernardino Associated Governments, the regional transportation planning authority — for more significant, long-term improvements, officials said.

The volume of traffic deaths on Highway 395 prompted NBC News to call it one of the country's 10 most dangerous roads in a recent report.

There have been six deaths on Highway 395 so far this year. A Victorville man died in a head-on crash on the highway on May 27, and four people died and five others were injured in a Highway 395 collision on Jan. 6. Both fatal collisions occurred near the same place in Victorville.

Death Valley

- Geology
- History
- Climate

- Animals
- Plants

- Roads
- Desert Travel
- Park Services
- Camping & Lodging
- Points of Interest

- Maps

- GBR Field Trips

- About Us

Login

Nickname

Password

Login

Don't have an account yet? You can [create one](#). It's free!

Options[Printer Friendly Page](#)[Send to a Friend](#)

In 2003, there were 16 deaths.

Since 1999, there have been 822 traffic collisions on Highway 395 that have resulted in 60 fatalities, according to the Highway 395 Task Force.

Copyright © 2004 Daily Press

No Comments Allowed for Anonymous, please [login/register](#)

Death-Valley.us does not endorse or stand behind the accuracy, truthfulness, or reliability of any information (including statements of opinion and advice) posted by readers and is not responsible in any manner for any of the content in their posts, or for any subsequent actions you may take as a result of such posts. Statements made reflect only the views of their authors.

Re: 395 gets safety corridor status

by **jinjimbob** on Wednesday, June 09, 2004 @ 18:23:41 PST

Put the money towards making the road safer by making it a freeway, bypasses and the like.



Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, June 4, 2004

OUR OPINION: Bloodier and bloodier...

Since 1999, according to a Daily Press story Friday detailing the latest incidence of carnage on Highway 395, there have been 822 traffic collisions along Blood Alley. And 60 people have died as a result of those collisions.

There are, naturally, a whole lot of outraged questions to pose about this abysmal state of affairs, most pertinently, what's being done about it. Reporter Mike Cruz noted in his story about the latest crash — which not only caused the death of a Victorville man early in morning May 27, but inflicted severe injuries on his two passengers — that it happened when one driver veered across the center line and into the path of another "for no known reason."

The real cause

Well, OK. While there is as yet no "known reason" for the driver of a Hummer to veer across the center divider and plough head on into an oncoming Toyota passenger car, the transcendent cause of the crash is the State of California.

Highway officials and state legislators have been dithering for decades over how and when to spend the money to alter the physical circumstances at the heart of the accident. And those "circumstances" boil down, really, to just one; Highway 395 has only two lanes in the stretch known as Blood Alley.

If it had four lanes separated by, at the very least, an appropriately wide median, how many of those 60 people would still be alive? Most? All? And how much of the dollar cost of those accidents — never mind the toll in human suffering, which is not measurable — would have been avoided? Most? All?

The downside

In a state of the city address Wednesday, Victorville Mayor Terry Caldwell noted that developers are putting up new dwellings in Victorville at the incredible rate of 250 a month, and they're being sold just as quickly. And Victorville is not alone; the same kind of growth is taking place all over the valley, from Hesperia to Adelanto to Apple Valley, to Phelan, to Pinon Hills, and to all points in between. More people, of course, means more cars, trucks, buses and Humvees joining the parade through Blood Alley.

When Victorville's population was 7,000, back in the mid-'60s, Highway 395 might have been adequate — barely — as a connector between the Victor and Antelope valleys. But it has been woefully inadequate for at least the last 25 years, and its inadequacy grows in direct proportion to the desert's growth.

Rep. Buck McKeon says, according to the coordinator of the Highway 395 Task Force, Denise Simmons, that he may be able to get Highway 395 on federal funding lists in January. But from now to the time any actual physical alterations flow from that federal funding to the road, dozens — hundreds? — of people now alive are going to die on it.

Advertisers

Place Classified Ads
cheap, quick & convenient

NIE
NEWSPAPERS IN EDUCATION
Daily Press • Desert Dispatch
760-951-6267

FANTASY FOOTBALL

Why isn't anyone screaming?

Steve Williams

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

**Top-Rated
Spyware Removal**
Free Scan,
awarded Spyware
and Trojan removal
- Download Now!
www.pctools.com

**Anti-Spyware
Reviews 2004**
20 Spyware
removers reviewed.
In-depth side-by-
side comparisons.
www.TopTenReviews.com

**Free
Adware/Spyware
Scan**
Detect and
Remove Spyware
& Adware from
your PC. Scan Now
for Free.
FreeSpywareScan.org

**Free Spyware
Removal**
Compare and
Download Up To 4
Top Spyware Virus
Removers for Free.
SpywareRemoversReview.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS

Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, May 28, 2004

Victorville man dies in Highway 395 head-on crash Woman and child suffer critical injuries; unhurt Hummer driver arrested

By MIKE CRUZ/Staff Writer

VICTORVILLE — A Victorville motorist died and his two passengers were critically injured when a Hummer crossed the center divider and slammed head-on into their car on Highway 395 in Victorville early Thursday morning, officials said.

Traffic on Highway 395 was blocked at Main Street and Bear Valley Road for nearly eight hours while investigators pieced together the results of the crash, a San Bernardino County sheriff's deputy said.



Submitted photo
 Wreckage of car in which a Victorville man died and two people were injured.

The Hummer, driven by Hector Labastida, was headed north on Highway 395 when for an unknown reason it crossed the center divider and slammed head-on into a southbound 1980 Toyota Corona south of Goss Road at 12:25 a.m., according to the San Bernardino County Sheriff's Department.

The 22-year-old driver of the Toyota was pronounced dead at the scene by emergency personnel, said Deputy Darrin Von Helf. The man's identity is being withheld until next-of-kin is notified, according to the San Bernardino County coroner.

The two passengers in the Toyota — a 25-year-old woman and a 6-year-old girl — were critically injured and airlifted to Loma Linda University Medical Center, Von Helf said. All three persons in the Toyota are Victorville residents, he said.

Alcohol may have played a part in the collision, but investigators said final results were not available. Labastida "showed objective signs of intoxication," and he was given a blood alcohol test, Von Helf said.

Excessive speed was reportedly not a factor in the collision, as preliminary results showed each vehicle was traveling between 55 mph and 60 mph, Von Helf said. There was no pre-impact skidding, which indicates the vehicles collided at full force, he said.

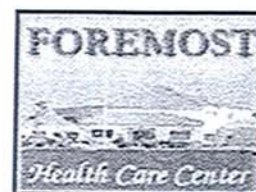
Labastida received only minor injuries and was arrested on suspicion of vehicular manslaughter, Von Helf said. He was booked into Victor Valley Jail, and bail was set at \$75,000.

The Sheriff's Department is continuing the investigation.

On Jan. 6, four people died and five others were injured in a collision at nearly the same location on Highway 395. Including Thursday's collision, there have been six deaths on Highway 395 so far this year. In 2003, there were 16 deaths.

Since 1999, there have been 822 traffic collisions on Highway 395 that have

Advertisers



resulted in 60 fatalities, according to the Highway 395 Task Force. The group has been trying to get federal, state, regional and local support for funding to make changes on the highway.

Representative Buck McKeon, R-Santa Clarita, told the task force that he may be able to get Highway 395 on federal funding lists in January, according to Denise Simmons, the task force coordinator.

Any major changes could still be many years away, but the highway is getting more attention now than it ever has, Simmons said.

"Everybody's got to put into it because it's such a massive project," Simmons said.

Anyone interested in joining the task force can send an e-mail to highway395taskforce@cox.net.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

Are you prepared?
Emergency kits, food and water with a 5-year shelf life.
www.survivorind.com

Emergency Preparedness
Be Prepared For Any Situation.
Survival Gear & Safety Supplies
www.HomeLandProducts

Self-Heating HeaterMeals
for A Tasty Hot Meal Anywhere.
Stores 2 Years, No Refrigeration
www.HeaterMeals.com

Bearcat Radio Scanners
New Uniden BC796D & BC296D digital Call 1-800-USA-SCAN for great price
www.usascan.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Tuesday, May 11, 2004

Safety projects still down the road**Traffic builds on deadly Highway 395**

By MIKE CRUZ/Staff Writer

Rapid population growth around Highway 395 and political red tape are posing tremendous challenges for activists pushing for safety improvements along the highway, task group officials said Monday.

New tracts of homes going up near Highway 395 mean more commuters are creating more traffic on the highway, which raises drivers' tensions and incidents of unsafe driving. Many collisions on the highway are already caused by impatient motorists attempting to pass slower vehicles and trucks, officials said.

There have been five deaths on Highway 395 so far this year. Last year, there were 16 total deaths.

From 1999 to the present, there have been 822 traffic collisions that have resulted in 60 fatalities, according to the Highway 395 Task Force.

But things may not change any time soon.

A project to temporarily construct passing lanes that was set to get started soon was abruptly canceled by Caltrans officials in Sacramento, said Denise Simmons, head of the Highway 395 Task Force. The only near-term Caltrans safety project left for the highway is the rumble strips, she said.

Simmons was told the official reason was because the passing lanes were not safety related and would only add more capacity to the highway, she said. Now the task force wants to see the proof.

"Giving people a safe lane to pass has nothing to do with adding capacity," Simmons said. "We want justification for that."

Another issue chafing the task force is that land they had hoped to use for the new Highway 395 corridor — two miles west of the existing Highway 395 — is rapidly going up in value because of home building in the area, Simmons said.

Already the land has tripled in value, and a land purchase would still be many years off because environmental studies and designs take a while to get completed, she said.

"That is the biggest fly in the ointment," Simmons said. "The development is happening so quickly. By the time they're done, theoretically, they won't be able to get that land."

To speed up the process, the task force plans to lobby the federal government to put the highway on a fast track for environmental studies, Simmons said. The environmental studies are set to begin again in July —



James Quigg/Staff Photographer
Traffic backs up at Air Expressway and Highway 395 in Adelanto. Due to new housing, traffic has increased on the highway.

Advertisers

Place Classified Ads
cheap, quick & convenient



NIE
NEWSPAPERS IN EDUCATION
Daily Press • Desert Dispatch
760-951-6267



after being stalled for several months, she said.

In the meantime, task force members are waiting to hear "any day now" about whether the state Office of Traffic Safety will designate Highway 395 as a safety corridor, which would provide better signage and more attention from the California Highway Patrol, Simmons said.

It's the first time Highway 395 has ever made it past the first round of consideration, she said.

In Adelanto, commuters can expect some changes on Highway 395 before the new Stater Bros. supermarket is built, city officials said. The highway is being redesigned from Palmdale Road to Begonia Road, said Jeff Krizek, of the Adelanto engineering department. There will be four traffic lanes and a fifth turn lane installed on Highway 395, he said.

Simmons will place more notebooks in the High Desert city halls on Monday — in Victorville, Hesperia, Adelanto and California City — to collect signatures from residents who support the task force's efforts.

For more information, contact the Highway 395 Task Force at highway395taskforce@cox.net.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Google](#)

[Buy Safety Stuff dot Com](#)

Disaster Preparedness Products. Be ready for anything that can happen
www.buycartridges.com

[Auto Buying Assistance](#)

Learn How To Pay Below Dealer Cost. Get A Free Price Quote Today!
BuyingAdvice.com

[Auto Safety](#)

Yahoo! Shopping: Compare & Save Top brands, great stores, low price
Yahoo.com

[Auto Advice for Consumers](#)

Car Buying & Maintenance Tips
Helping Women Car Buyers Succeed
www.roadandtravel.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Tuesday, May 4, 2004

Missing roadside crosses recovered near trash heap

By MIKE CRUZ/Staff Writer



Staff photo by Amber Gillies
 Memorial crosses that mysteriously disappeared from the Highway 395 roadside turned up near a trash pile in the desert in Adelanto on Monday.

ADELANTO — Memorial crosses that were mysteriously removed from the Highway 395 roadside turned up near a trash pile in the open desert in Adelanto on Monday.

The crosses were found strewn among other discarded items about 150 yards in the open desert, behind an industrial area near Muskrat Avenue and Yucca Road.

Family members had erected the crosses to remember five youths who were killed in a fiery crash on Highway 395 in August 2002.

Last July, vandals reportedly removed the crosses and other items, such as photographs and childhood toys.

A new, larger cross was later set up, but no one found the first set.

Until now.

"I was shocked," said Diane Foster, whose 18-year-old daughter, Peggy, died in the crash. "They were just kind of tossed aside like they didn't mean anything."

Foster said she still wonders why some roadside crosses are taken down while others are not touched.

She and other family members plan to re-erect the crosses, some of which had been set in concrete, but they have not set a date for which they plan to do so.

Advertisers



Nevertheless, Foster said she holds no ill feelings toward the person or persons who removed the crosses.

"It doesn't do anybody any good," she said.

In the meantime, she still supports other families who tend to the roadside memorial on a daily basis, and she participates in the Highway 395 Task Force, which aims to make the highway safer.

Despite the high number of deaths on Highway 395, Foster said she still sees drivers make unsafe decisions, such as passing slower-moving trucks.

"It's kind of frustrating," she said.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Ads by Goooooogle](#)

Adelanto New Home
View Homes for Sale Nationwide. Real Estate Listings and more. Aff.
www.Residential-Real-Estate.us

Adelanto
View Homes for Sale Nationwide! MLS, new homes, & foreclosures.
www.HomeListings-USA.com

Adelanto
Find Deals on Major Hotel Chains. Book Online Or Call 1-800-576-0003.
www.HotelLocators.com

Find Homes in Adelanto
Scan MLS Listings Today for Free Find Pictures, Prices and More! aff
www.FindLocalPropertyLi



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

ELEMENTS: This Safety Action Plan (SAP) lists identified problems on the corridor, descriptive details, and potential corrective actions being considered for implementation by the responsible agency, as conditions and resources permit. This SAP is comprised of the following elements: Enforcement, Public Information/Education, and Signing/Striping/Engineering. Although exceptions are common, CHP generally has responsibility for items within the Enforcement and Public Information/Education elements. Caltrans generally has responsibility for items within the Signing/Striping/Engineering element. CHP has overall responsibility for this SAP.

FUNDING: PT0507 funded enhanced enforcement and public education efforts along the corridor from April 1, 2005, through March 31, 2006. Roadway improvements are funded through Caltrans. In general, Caltrans projects funded by the State Transportation Improvement Program (STIP) increase roadway capacity and typically include capital improvements, grade separations, and bicycle/pedestrian facilities. The State Highway Operations Protection Program (SHOPP) typically funds other state highway projects not within the scope of STIP. Examples of SHOPP projects include roadside rest areas, highway rehabilitation, highway landscaping, and storm drainage improvements. "Major" projects cost over \$750,000 and require California Transportation Commission approval. "Minor" projects cost \$750,000 or less, and funding is appropriated by each Caltrans district.

ABBREVIATIONS:

Caltrans = California Department of Transportation
CBS = County Board of Supervisors
CHP = California Highway Patrol
CTA = California Trucking Association
CVS = CHP Commercial Vehicle Section
DMV = Department of Motor Vehicles
EB = eastbound
Fwy = freeway
GSU = CHP Academy Graphic Services Unit
HQ = Headquarters
I = Interstate
Int = intersection
Intrchg = interchange
IP = Implementation Phase

Jct = junction
MPH = miles per hour
MM = milepost marker
NB = northbound
OTS = Office of Traffic Safety
PCF = primary collision factor
PA&ED = Project Approval and Environmental Document
PID = Project Initiation Document
PSR = Project Study Report
SAP = Safety Action Plan
SB = southbound
SR = State Route
SSE = signing/striping/engineering
TF = task force

TMC = Transportation Management Center
WB = westbound



U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

SIGNING, STRIPING AND ENGINEERING					
MM OR LOCATION DESCRIPTION	OBSERVATION/ PROBLEM	SUGGESTION OR ACTION	DESIRED RESULT	ACTION AGENCY/ FUNDING	STATUS
1. MM 3.98-19.3 (from I-15 to 1.5 miles south of Desert Flower Road)	Increased traffic volume.	Widen to four lanes and install left-turn lanes.	To increase road capacity to match traffic volumes.	Caltrans	PSR needed early July 2007 for programming by San Bernardino Associated Governments (SANDAG). PA&ED expected November 2007.
2. MM 4.0-48.0 (from I-15 to north of Kramer Junction)	Increased traffic volume.	Expressway/freeway realignment.	To increase road capacity to match traffic volumes.	Caltrans 2004 STIP	Work study and supplemental PSR are being worked on for realignment and widening. Phase 1 = 6-lane freeway from I-15 to Palmdale Road. Phase 2 = widen to 4-lanes from Palmdale Road to Purple Sage. PA&ED expected November 2011.
3. MM 4.2-4.8 – Outpost Road	Increased traffic volume.	Signalize intersection.	To move traffic safely through the intersection.	Caltrans	Construction complete.
4. MM 4.3-11.7 (from I-15 to 0.3 mile south of SR18)	Roadway needs resurfacing.	19 mm ROGAC overlay.	To maintain roadway safety.	Caltrans	PS&E – January 6, 2006
5. MM 4.71 (in Hesperia, intersection of Three Flags Court and US 395)	Increased traffic volume.	Install traffic signals.	To move traffic safely through the intersection.	Caltrans Minor A	Installation estimated 2006-2007.
6. MM 5.4 – 5.8 (intersection of U.S. 395 and Main Street)	Increased traffic volume.	Overlay with asphalt concrete.	To move traffic safely through the intersection.	Caltrans Routine Maintenance Project	Estimated to be completed in 2006.
7. MM 15.7 (in Adelanto at Air Base Road)	Increased traffic volume.	Install traffic signals.	To move traffic safely through the intersection.	Caltrans Minor A	Estimated to be completed April 2006.
8. MM 20-23 (9 miles north of SR18 to 13 miles south of Kramer Junction)	Unsafe passing behavior.	Passing lanes and vertical realignment.	To decrease unsafe passing and head-on collisions.	Caltrans	PSR expected August 2007.



U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

SIGNING, STRIPING AND ENGINEERING					
MM OR LOCATION DESCRIPTION	OBSERVATION/ PROBLEM	SUGGESTION OR ACTION	DESIRED RESULT	ACTION AGENCY/ FUNDING	STATUS
9. MM 19.05-35.6 (8 miles north of SR18 to 11 miles south of Kramer Junction)	Unsafe passing behavior.	Widen median rumble strips, shoulders, and turnouts.	To decrease unsafe passing and run-off-the-road collisions.	Caltrans	Rights of entry for environmental studies are delayed. Change in policy concerning notification versus signed acceptance for entry rights may help expedite remaining rights of entry. PA&ED expected September 2007.
10. MM 20.1 – 33.0 (from 14.4 kilometers north of Palmdale Road to 17.47 kilometers south of Kramer Junction)	Unsafe passing behavior.	Construct passing lanes and adjust vertical alignment.	To improve sight distance and create safe passing areas.	Caltrans	Projected date = 2014.
11. MM 36.2-45.3 (from 10 miles to 0.6 miles south of Kramer Junction.	Unsafe passing behavior.	Adjust vertical grade/curve at two locations and construct passing lane.	To improve sight distance and passing areas.	Caltrans	PSR was due May 2005. PA&ED is scheduled for June 2013. Schedule will be re-examined upon completion of the PSR.
12. MM 45.4-46.5 (Junction U.S. 395 and Kramer Junction)	Unsafe traffic movement through the intersection.	Grade separation.	To move traffic safely through the intersection.	Caltrans	Project was re-activated in May 2005. PSR expected June 2006.
13. MM 46.0 – 52.0 (Junction 58 to Federal Prison Camp)	Unsafe passing behavior.	Widen roadway.	To increase roadway capacity and decrease run-off-the-road collisions.	Caltrans	Projected completion date = 2008.



U.S. Highway 395 SAFETY CORRIDOR ACTION PLAN

PUBLIC INFORMATION AND EDUCATION				
ACTION	MECHANISM	DESIRED RESULT	AGENCY/FUNDING	STATUS
1. Develop a logo and slogan for the corridor.	Task force to develop/approve slogan and logo.	To provide a strong identifying factor for the task force and its activities.	CHP	Accomplished.
2. Conduct a news conference to announce task force efforts and enhanced enforcement efforts.	On March 16, 2005, a news conference announced funding for focused enforcement on U.S. 395.	To announce task force activities, raise awareness of safe driving practices, and notify the public of enhanced enforcement on the corridor.	CHP	Accomplished.
3. Print rack cards and posters that emphasize safe driving practices.	Printed material to be distributed through agencies involved on the task force, local businesses, schools, clubs, and other public forums.	To remind/educate drivers of safe driving practices, and thus reduce collisions on the corridor.	CHP/PT0507	Accomplished.
4. Develop public awareness of the safety corridor as vehicles enter the corridor.	Install safety corridor signs along the corridor.	To remind drivers that I-15 is a safety corridor and will have extra enforcement to encourage safe driving habits.	Caltrans	Accomplished.
5. Order public information items imprinted with the task force logo and slogan to acquaint the public with the corridor project.	Use fairs and other public forums to distribute promotional items to the driving public who use the corridor.	To raise driver awareness that extra law enforcement efforts are being focused on the Hwy 4 corridor.	PT0310	Accomplished.
6. Determine appropriate locations of safety corridor signs.	Install safety corridor signs on for both NB and SB traffic.	To raise public awareness of the safety corridor.	Caltrans to install six highway safety corridor signs. Adhesive decals with the project logo and slogan will be purchased with grant funds.	Accomplished.

ENFORCEMENT

PROBLEM DEFINITION: The majority of the collisions on the corridor are caused by speeding drivers, tailgating and unsafe passing. The task force agreed that enhanced enforcement would be helpful in reducing Vehicle Code violations, and thereby reduce the number of collisions on the corridor.
ACTION: The CHP Victorville and Barstow Areas increased their presence on the corridor. Officers paid special attention to citing rules-of-the-road violations, especially unsafe speed. In addition, they were alert for people who were driving under the influence. Services and assistance provided by law enforcement to motorists on the corridor also increased.
MECHANISM: Funding for overtime to enhance enforcement on the corridor was secured through a grant project agreement with OTS.
DESIRED RESULT: Increased law enforcement presence, along with increased contact through enforcement and motoring services, to encourage drivers to comply with the Vehicle Code, and thus reduce collisions.
FUNDING STATUS: Enhanced enforcement was funded through an OTS grant.

Annex C

Project Operational Plan

PT0507, Corridor 1 Safety Corridor

Don't Pass on Safety!

Highway 395

OPERATIONAL PLAN

Please enter Special Project Code **543** on CHP 415s and enforcement documents (citations).

Please record the use of nonuniformed personnel overtime on the CHP 71s by entering the OTS project number (PT0507) in the "remarks" column adjacent to the date the overtime is worked. By the tenth day of the month following the pay period in which the overtime was worked, forward a copy to the CHP 71 to Accounting Section, Fund Accounting Unit.

NOTE: Before personnel at the Office Services Supervisor I or Communications Supervisor I level are authorized to work project reimbursed overtime, all rank and file office or dispatch staff must have been offered and declined the opportunity to work the overtime.

IMPORTANT: Please ensure that all original CHP 415s and copies of CHP 71s and travel expense claims are saved for four years after the project has ended, because these documents are subject to audit.

PROJECT GOAL

To reduce fatal and injury **victims** on Highway 395 Safety Corridor as established the Highway 395 Safety Corridor Task Force. The reduction will be measured during the Implementation Phase of the project, which is **April 1, 2005, through March 31, 2006.**

Exact goals for Highway 395 will be established by April 30, 2005.

PROJECT OBJECTIVES

1. To identify the corridor. Task force members will be identified and the initial meeting for the corridor will be scheduled by **December 31, 2004. Completed.**
2. To provide OTS with the required documentation of local support by **March 31, 2005. SPS**

3. To issue an operational plan by **December 31, 2004**, establishing the method of operation and the policies applicable to carry out the grant program. SPS
4. To conduct a language assessment of the project's service area to determine needs for materials in languages other than English for each corridor upon site selection by **March 31, 2005**. Completed.
5. To identify task force members and schedule the initial task force meeting by **January 31, 2005**. Completed.
6. To conduct a minimum of **four** task force/coalition meetings during project's Implementation Phase (April 1, 2005, to March 31, 2006).
6. To identify, through each task force/coalition, at least four factors, including conditions and behaviors, negatively impacting traffic safety on the corridor, and to identify potential short- and/or long-term solutions to the problems by **September 30, 2005**.
7. To implement at least two potential solutions per corridor within 12 months after each initial task force convenes by **March 31, 2006**.
8. To deploy officers on project-funded overtime along appropriate routes to enforce traffic violations consistent with the identified "top five" reportable collision primary collision factors) PCFs) during the project Implementation Phase (April 1, 2005, to March 31, 2006).
9. To conduct a public awareness campaign to include the issuance of a news release announcing the kick-off of the Highway 395 project by **March 31, 2005**.
10. To develop a project logo by **March 31, 2005**.
11. To conduct at least one public affairs officer (PAO) presentation per month during the period of **April 1, 2005, to March 31, 2006**.

PAO PRESENTATIONS
Highway 395

Month	Location	# of Attendees
April 2005		
May		
June		
July		
August		

September		
October		
November		
December		
January 2006		
February		
March		

12. To develop localized educational materials and promotional items encouraging participation in project goals and objectives, educational presentations, etc. Items must include a traffic safety message, and if space is available, the OTS and BT&H logos. Materials are to be distributed at appropriate venues by **March 31, 2006**.
13. To use the following standard language in all press and media materials: **“Funding for this program was provided by a grant from the California of Traffic Safety.”**
14. To develop and include with the Final Report a *Safety Action Plan* addressing the traffic safety issues specific to Highway 395 by **January 31, 2007**. SPS

Method of Procedure

Phase I– Program Preparation (October 1, 2004, through March 31, 2005)

1. For each corridor:
 - a. Select the corridor.
 - b. Identify prospective task force members.
 - c. Request a letter of support from city(ies)/counties that may be involved in the grant.
 - d. Locate a convenient meeting place.
 - e. Prepare an initial agenda that includes project goals and objectives and overview of grant funding resources and guidelines.
 - f. Collect and format three years of corridor collision data for analysis by the task force and Grants Management Section. Data will include, at a minimum, the location, primary collision factor, time of day, day of week, and month of year for all fatal and injury collisions. Completed.
 - g. Begin the procurement process to acquire grant-funded equipment.

- h. Develop a deployment strategy using project-funded enforcement overtime
 - i. Conduct an initial task force meeting.
- 2. The operational plan will be developed, published, and issued.
- 3. The project logo will be developed.
- 4. The OPI will:
 - a. Prepare and secure required OTS approvals (all news releases must be approved by CHP Grants Management Section via e-mail for fax) and issue the pre-project news release. SPS/CHP Area
 - b. Be responsible for writing minutes for all task force meetings. SPS
 - c. Prepare and complete all grant quarterly reports to be submitted to OTS. SPS
 - d. Submit requests for any necessary contractual documents, ensures that OTS receives copies of such requests, and provide copies of all executed contracts to OTS. SPS

Phase II – Implementation (April 1, 2005, to March 31, 2006)

Project-related activities will be completed. Participating commands and allied agencies will accomplish assigned enforcement tasks. The public awareness campaign will be conducted. Progress toward objective accomplishment and goal achievement will be reported. Activities should include:

- 1. Uniformed personnel will deployed on overtime in support of project goals/objectives.
- 2. Allied agencies will participate, if applicable.
- 3. For the Highway 395 Safety Corridor:
 - a. The task force will meet quarterly, but may meet more often as necessary.
 - b.. The task force will decide the most effective use of resources provided by the grant to meet the project goal of reducing reportable traffic collisions.
 - c. The task force will identify at least four factors, including conditions and behaviors that can be changed to improve the roadway environment and the safety of the corridor. The task force will develop a *Safety Action*

Plan, the final version of which will be published with the Final Report.
At a minimum, the *Safety Action Plan* will include the following elements:

- ☞ Safety issues (concerns, problems, etc.).
 - ☞ Safety solutions (short- and long-term).
 - ☞ Assignment of responsibilities.
 - ☞ Identification of funding sources.
 - ☞ Implementation schedule.
- d. Following identification of conditions and behaviors affecting traffic safety on the corridor, the task force will develop and conduct a public information and education campaign.
- e. During the Implementation Phase, the task force will implement at least two solutions identified in its plan.
4. The OPI will report progress toward the project goal(s) and objectives in quarterly reports through channels to OTS.

Phase III – Data Gathering and Analysis (April 1, 2006 to November 30, 2006) SPS

With the assistance of the Victorville and Barstow CHP Areas, the Special Projects Section Corridor Safety Unit will gather information on task force activities. Collision data will be collected by the involved Areas to support goal progress reporting. Although not a project goal or objective, citations issued by officers on project-funded overtime will be coded with a special project code to track the number of citations written, type of vehicle cited, and the violation. Data related to achievement of the project goal/objectives will be compiled and analyzed for inclusion in the final report.

Phase IV – Final Report and Executive Summary (October 1, 2008, through November 30, 2008) SPS

A Final Report and Executive Summary will be prepared specific to each corridor by the SPS project coordinator. The Final Report will include a Safety Action Plan.

BUDGET SUMMARY:

This Traffic Safety Corridor Project is funded through Office of Traffic Safety grant #PT0507. The grant provides funds the following funds for the Highway 395 project:

Enhanced Enforcement Overtime

CHP officer overtime	2,513.5 hours	\$137,124*
----------------------	---------------	------------

Victorville = ~~1,885~~ 1,633.5 hours
Barstow = ~~628~~ 880 hours
CHP Pilot and Observer Flight Crews 77.5 hours \$9,342*
CHP sergeant overtime 251 hours \$16,640*
Victorville = ~~188~~ 163 hours
Barstow = ~~63~~ 88 hours
Public Safety Dispatcher overtime 62.5 hours \$2,259*
Clerical Support overtime 62.5 hours \$1,752*
Victorville = 41.5 hours
Barstow = 21 hours
*Does not include benefits.

Contractual Services

Allied Agency \$20,000
((\$6,666 each for Victorville, Hesperia, and Adelanto Police Departments))

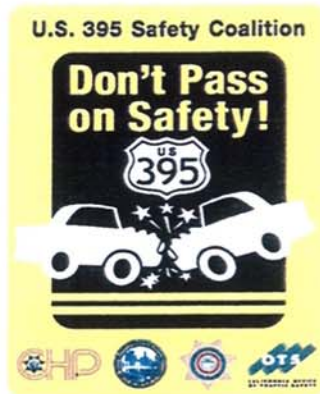
Other Direct Costs

Promotional Items \$1,506
(includes incentive handouts such as pens, key fobs, etc.)
Educational Materials \$18,561
Fixed-Wing Operating Costs \$5,775
Corridor Signs \$1,000
Bus Rental (for field review) \$1,025
Meeting room rental \$1,200
Display booth fees \$275
Support equipment NONE
Fixed-Wing Aircraft Operating Costs (77.5 hours) \$5,812

TOTAL \$222,271

Annex D

Press Release



Date: March 3, 2005

Contact: S.L. White
Public Affairs Officer
Victorville Area
14210 Amargosa Road
Victorville, CA 92392
(760) 241-1186
(760) 241-6409 FAX

DON'T PASS ON SAFETY- US 395 SAFETY CORRIDOR

The US 395 Safety Coalition was formed as a joint task force comprised of the CHP Victorville Area, CHP Barstow Area and San Bernardino County Sheriff's Department (Adelanto PD, Hesperia PD and Victorville PD).

The goal of the coalition is to reduce the number of fatal and injury victims in the US 395 Safety Corridor, which is on US 395 from I-15 to approximately 16 miles north of SR 58. The goal will be accomplished through the use of a traffic safety grant, which will fund extra officers on patrol in the corridor from April 1st, 2005 until March 31, 2006.

The officers will be enforcing all traffic laws with a special emphasis on the apprehension of the aggressive driver, including people speeding and making unsafe passes or turns, and drivers under the influence of alcohol and/or drugs. Officers will also strictly enforce the use of seatbelts and child restraints. Funding for this program was provided by a grant from the California Office of Traffic Safety.

This effort is strongly supported by state, county, city organizations and officials along with the public in local communities. CalTrans is assisting with roadway improvements and additional signs for the area.

The enforcement will be accompanied by an educational campaign to inform the public of the dangers which result from the driving behaviors mentioned above. In California, over half of the people killed in traffic accidents were not wearing a seat belt and 40% of all traffic deaths are alcohol related. The leading cause of all accidents is speeding. The US 395 Safety Coalition will target these areas to increase the safety of US 395 for the motorists who use it.

Annex E

News Articles

Fatal collisions on Highway 395 decrease 58 percent

By KATHERINE ROSENBERG Staff Writer

VICTORVILLE — Just more than a year after the establishment of a Safety Corridor on Highway 395, California Highway Patrol officers will be the first to tell you it has been a success.

Although there have been at least six reported fatalities on the corridor which extends from the Interstate 15 ramp to 16 miles north of State Route 58, none of those fatal accidents took place in the Victorville CHP's jurisdiction, a 22-mile stretch north of Adelanto, Captain Doug Rich of the station said.

Three of those accidents were in Victorville police's jurisdiction and a double-fatal accident in Adelanto claimed two more lives this year. Further numbers were not available late Wednesday night.

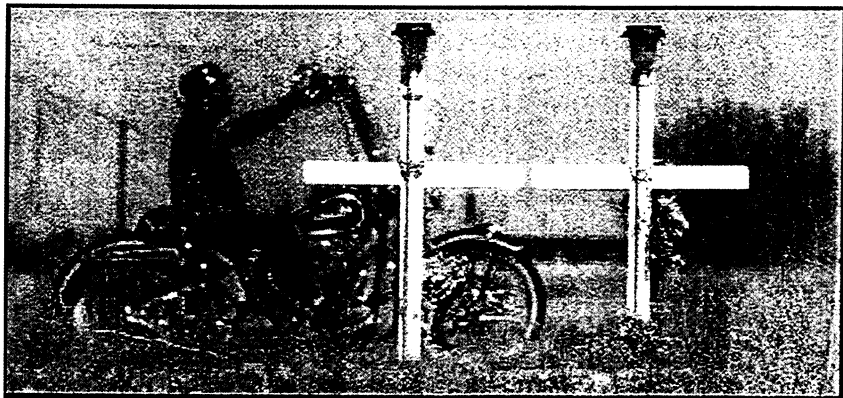
The U.S. 395 Safety Coalition was formed as a joint task force between the CHP's Victorville and Barstow stations as well as the San Bernardino County Sheriff's Hesperia, Victorville and Adelanto stations in April 2005.

Between March 31 of this year, over 3,800 citations were issued within the corridor. That crackdown on safety, along with public education programs and roadway improvements by Caltrans, resulted in a 58 percent reduction in fatal collisions on the entire corridor from the previous year.

The corridor was established in part by a grant from the Office of Traffic Safety which has been renewed for a second year, and officials are anticipating reducing accidents further this year, Rich said.

"We have a special emphasis on the aggressive driver, those passing unsafely, speeding or driving under the influence," Rich said.

He added that in the next year the coalition will look to add more flight hours to monitor speeding overhead in conjunction with officers with radar guns on the ground.



James Quigg / Staff Photographer

A motorcyclist passes the roadside memorials for Ray Anthony Rodriguez and Melissa Hermina Buttanda on Highway 395. Rodriguez and Buttanda died in a traffic collision last July, after the state's Safety Corridor program began on the highway.

DAILY PRESS

Click Here to



Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
AP News Wire
Site Search
Community Forum
News Forms
Contact Us



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dunkin' Plaza, Next to Kohls
1-866-DTV-4YOU

AL & KEN'S
satellite & audio
Authorized DirecTV Retailer



Thursday, May 4, 2006

Councilman wants to put cameras in intersections

By MIGUEL GONZALEZ
Staff Writer

VICTORVILLE —
Councilman Bob Hunter wants to bring red light cameras to some of Victorville's busiest intersections.

The plan, according to Hunter, calls for a pilot program to be in place within six months.

**Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates**



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.



Click Here
**New Home
Listings Daily**



Site Search:

Search

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"

High Desert Primary Care Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 948-6606

► View our location

Web Cameras
Signalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay

AFFILIATES

"Red light cameras are a great tool for reducing accidents and stopping traffic light violations," Hunter said Wednesday.

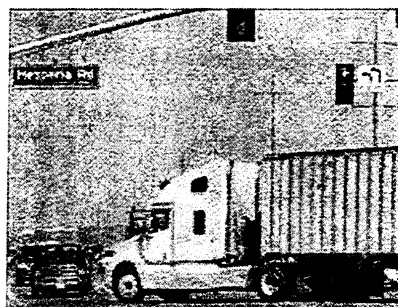
Last week Hunter, along with city engineers Sean McGlade and Brian Gengler, traveled to Fullerton to see the city's red light camera system.

"I was very impressed with what I saw, and I decided that this is something our city needs to help prevent irresponsible driving."

Fullerton Traffic Engineer Mark Miller said that since red light cameras were installed in the city three years ago safety has improved.

"It has reduced accidents and red light violations. It has also had a ripple effect on other intersections," Miller said. "Some drivers are not sure if we have cameras in all our intersections."

Criteria for choosing intersections for the



Michael Stenerson / Staff Photographer
A semitrailer turns left from Bear Valley Road onto Hesperia Road as the left turn traffic signal changes to red Wednesday. The city of Victorville is planning on installing red light cameras

HighDesert.com
Desert Dispatch
Hesperia Star
El Mojave
Exploring Barstow
The Mother Road

cameras may include traffic levels and speed limits, Hunter said. Asked where he would place red light camera systems, he suggested the intersections of Bear Valley and Amargosa roads, Hesperia and Bear Valley roads and Palmdale Road and Green Tree Boulevard.

"I see people on a daily basis running red lights in this city," he said. "It's scary to me and, frankly, we don't have enough traffic officers to enforce the law."

Sheriff's station Traffic Sgt. Kurt Lackman said the presence of red light cameras could help reduce traffic violations, but it would take some time for all residents to be aware of the system.

"They are not as big of a deterrent as a patrol car, but with time residents will know that it could cost them a hefty fine to run a red light," Lackman said.

According to Lackman there are an average of 160 traffic accidents a month in the city. The majority of these accidents occur in the area of the Mall of Victor Valley.

"The more serious accidents happen along Highway 395 and Air Expressway, and that's because of the higher speed limits. But most accidents reported come from the mall area and Seventh Street from Victor Street to D Street."

Hunter said there would be a bidding process to determine which company would help the city install and run the system.

Most red light camera companies negotiate flat monthly fees to operate the system with the city. Miller said that costs for cameras in Fullerton are footed by the red light camera vendors, but the city still receives a percentage from traffic citations.

"It's a win-win situation because there is no cost to the city, and we get to keep our residents safe," he said.

Hunter said Victorville would probably apply a similar system once the cameras are installed.

Miguel Gonzalez may be reached at mgonzalez@vvdailypress.com or 951-6232.

[Ads by Goooooogle](#)

Caught by Speed Camera?

Speed camera and red light info from online experts. Know the law. legalthelponline.org

Vehicle Traffic Counters

Count Traffic Flow, Speed & Class MetroCount counters in 65 countries www.metrocount.com

Photo Red Light

700,000+ images. Yours is here! Introducing Adobe Stock Photos. www.adobe.com/stockphoto

Phoenix Traffic Camera

AZFamily Phoenix area traffic, accidents, advisories, and more. www.AZFamily.com

[Advertise on this site](#)

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Email Alerts: Sign up for free daily headlines**Customer Service:** Subscrib

The Daily Independent

www.ridgecrestca.com Ridgecrest, California 93555



News Sports Obituaries Classifieds Guestbook Calendar Community About Businesses Opini



1101 North Norma Street, Suite A
Ridgecrest, CA 93555
Telephone: (760) 446-2233

Local

Friday, March 17, 2006

Transportation series: Safer roads costly- Converting to freeway estimated at near \$1 billion

BY Laura Dobbins

Published: Wednesday, March 15, 2006 3:45 PM CST

E-mail this story | Print this page

ridgecrestweekly.com

Making Highway 395 safe is a priority for those that understand its dangers but safety has a large price tag — maybe \$1 billion or more.



Photos by Laura Dobbins

The long-term goal is to convert

Highway 395 into a freeway. But this could cost \$961 million and every year the project is delayed, it will cost more said San Bernardino Associated Governments officials.

Meantime a number of people and agencies are working toward several projects to enhance safety along Highway 395. This was spurred by a task force that secured over 4,000 signatures to petition the state in 2003 to designate Highway

Diamond Motors



723 N. China Lake Blvd (760) 375-44

Price: \$Call

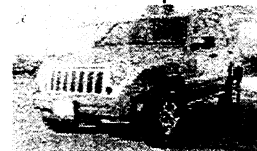
2000 Chrysler Town & Country

Price: \$Call

2005 Mitsubishi Lancer

Price: \$Call

2002 Mercury Sable

Price: \$Call

2005 Jeep Liberty

More Cars

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Thursday, April 15, 2004

LETTERS

Road 'repairs' don't improve driving

Re: Repairs and improvements on Bear Valley Road.

A recent Daily Press article mentioned repaving would be started after concrete work at Bear Valley Road and Mariposa was done. This article mentioned "replacing" concrete. I still have not read or heard the words I'm sure many of us want to: "Repaving" this intersection with concrete.

Clearly asphalt is not a suitable paving medium in intersections which experience a significant amount of heavy truck traffic, and this one is a prime example of that fact. This section of road has been in a sorry state of disrepair for many years, so it is obvious that (based on the fact that road maintenance in the High Desert has, in my opinion, been basically ignored by our city governments) a more permanent repair needs to be done.

At Highway 395 at Bear Valley Road, the northbound outside lane is considerably rippled by trucks. How about the new intersection of 395 and Main Phelan Roads? Within only months of completion they had to redo the 395 part of that intersection because (I suspect) it was already sagging under the weight of truck traffic. And when they were done they left a ramp for vehicles to fly over when crossing 395. Did they forget that they were paving an intersection of two high speed roads?

I am left wondering why road paving jobs are not subject to some kind of inspection and approval process, as are building construction. Surely no inspector would sign his or her name to a job so poorly done. Can anyone explain why Amethyst, north of Bear Valley, is in its present condition? Did the paving company try to get by "on the cheap" by applying just a little bit thinner layer than they were supposed to, or use the wrong consistency?

Kudos to the engineers who decided to use concrete to pave the intersection of 395 and Joshua at the Pilot/Newton's Outpost (that was only common sense). The only flaw I see there, and a major one at that, is the failure to install a traffic signal (synchronized, of course) at Three Flags. Need evidence? Notice the considerable amount of dual skid marks. They failed to allow for adequate safe access to and from the truck parking lot for the very people that use it the most. And that doesn't mean closing that exit to address the "safe" issue, because that would only reduce the "adequate" issue.

I am afraid that I do not have much faith that the present paving project on Bear Valley Road will be very good once completed. This opinion is based on what I've seen done to us over the last 10 years.

Steven Leach, Victorville

Freedom is our gift to the people of Iraq

I support President Bush and I stand behind his decision to continue operations in Iraq. As a Gulf War veteran, I can speak firsthand on the conditions the oppressed people of Iraq have suffered under the Saddam reign. When I deployed in 1991 as a part of Operation Desert Shield, I had no idea of the living conditions of the people in the Gulf Region. This is a

Advertisers

"If you build it,
they will come"



DAILY PRESS

Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, March 13, 2004

Navy serviceman dies in Highway 395 crash

By MIKE CRUZ/Staff Writer

KRAMER HILLS — A U.S. Navy serviceman died when his pickup truck collided with a semi truck on Highway 395 near the Kramer Hills early Friday morning, the California Highway Patrol said.

The 23-year-old man from China Lake was heading north on Highway 395 near mile post 40 at the top of the Kramer Hills when his pickup truck drove off the edge of the road and onto the dirt shoulder for unknown reasons about 3:30 a.m., according to Officer Steve White.

The man, who was not identified by the CHP, reportedly lost control of the black 2003 Dodge pickup truck, and it spun in circles across the southbound lane directly into the path of a 1992 Kenworth tractor and trailer, White said.

The rear of the pickup truck struck the front of the semi truck and then came to rest in the southbound lane of Highway 395, White said. The driver of the Dodge died on impact, according to the San Bernardino County Coroner.

San Bernardino County Fire Department personnel had to cut the man out of the wrecked pickup truck, said Battalion Chief Tim Wessel. The man's name will be released pending notification of next-of-kin by U.S. Navy personnel, officials said.

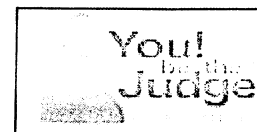
The semi truck jack-knifed after impact and blocked the northbound lanes, White said. The driver of the semi truck had minor injuries but refused medical treatment, Wessel said.

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

Advertisers



From: John Keller
To: Hoshida, Meriko
Date: 2/10/2004 10:11:23 AM
Subject: 395 Corridor

fyi

Saturday, February 7, 2004

Runner meets with official to push safety corridor for Hwy. 395
Designation could increase patrols, lower speed limits, increase public awareness
By LARRY RAND/Staff Writer

SACRAMENTO - "350 for 395!" is the battle cry.

Assemblywoman Sharon Runner met with Chris Murphy, acting director of the state Office of Traffic Safety, on Thursday to push hard for a \$350,000 Safety Corridor grant for Highway 395, the High Desert death road on which 16 people died in 2003 and 57 have perished since 1997.

Runner is the first High Desert politician to meet with state officials on the matter.

A safety corridor grant for Highway 395 would be for safety enhancements. It could pay for increased traffic patrols, better signs and a public relations campaign to increase public awareness of the problem highway.

Safety corridor status would also result in reduced speed limits, if necessary, and double fines for traffic violations.

A similar grant was awarded to Highway 138 in 1999. During the first year of the grant, there was only one fatality on the highway, a significant improvement.

"The safety corridor status saves lives," said Runner, R-Palmdale. "That's what it's all about - it's not about numbers."

Runner stopped short of predicting that the highway would win a safety corridor grant, but said that Murphy said the application, which was prepared by the Victorville office of the California Highway Patrol, looked good.

"What's more important is that he said he was familiar with the problems on that stretch of highway," Runner said.

"It's a competitive process, and I'm not sure how many other legislators are meeting with the department," she said. "I'm just trying to be proactive, because improving Highway 395 is a high priority for us. And the squeaky wheel tends to get the grease."

Caltrans has grand long-term plans for rebuilding Highway 395 as a four-lane highway north of Adelanto along a route west of the current highway - but no funding.

A director of the Southern California Association of Governments estimated that the project might not see construction until 2020.

"This part of 395 is not going to get fixed in the short term," Runner said. "We need a safety corridor."

Runner said that due to instructions from Gov. Arnold Schwarzenegger to streamline state processes, award of the grants could come as early as May, with implementation beginning in October.

Larry Rand can be reached at 951-6232 or larry_rand@link.freedom.com.


[Create an account](#)

Death-Valley.us Forums

February 28, 2005

Main Menu

- [Death Valley](#)
- [Top articles](#)

- [Topics](#)
- [Past Articles](#)
- [DV Pages](#)
- [Reviews](#)
- [Surveys](#)

- [Search](#)

- [Feedback](#)

- [Gallery](#)
- [Web Links](#)
- [Weather](#)

- [Forums](#)

Death Valley Facts**Area:**

3,367,627.68 acres

1,362,860.25 hectares

Highest Point:

Telescope Peak

11,049 feet

3,367.7 meters

Lowest Point:

Badwater: -282 feet

-86 meters

Highest**Temperature:**

134 F 56.6 C

Lowest**Temperature:**

15 F -9.4 C

Animals & Plants

Mammals: 51 species

Reptiles: 36 Species

Amphibians: 5 species

Fishes: 5 species

Birds: 346 Species

Plants: 1042 Species

Posted on Friday, January 23, 2004 @ 11:55:24 PST

Highway 395 a safety corridor candidate

Submitted by CYW92328

By **Larry Rand**

SACRAMENTO — Traffic on Highway 395 --the High Desert death road where 16 people died in 2003 and more than 60 have perished since 1997 — isn't nearly as slow as the movement to fix it.

Highway 395 isn't a showpiece vacation road like Highway 1 or a lifeblood commercial artery like Interstate 15, two roads receiving federal grant money as Highway Safety Corridors.

As an old Route 66-style, two-lane road that connects Interstate 15 south of Victorville with Highway 58 at Kramer Junction, Highway 395 has multiple dips in which passing another car or truck can be a mortal danger. A large number of the road's fatalities have been caused by head-on crashes.

NBC News called the road one of the 10 most dangerous in the United States. And motorists' sheer terror of driving on Highway 395 has resulted in the highway being moved forward by the California Highway Patrol as a 2004 safety corridor candidate.

Candidacy is nothing new for the highway. As early as 1994, it was proposed as a candidate, but according to Denise Simmons, of Coto de Caza, head of the ad hoc Highway 395 Task Force, this is the first time the proposal has survived the first round of consideration.

One problem is that Highway 395 hasn't been considered important enough by a strong political faction like the trucking industry or tourism. However, transportation and public safety professionals, and especially the drivers who traveled Highway 395, knew how outdated and dangerous the highway is.

In fact, it is so dangerous that Kern, Mono and Inyo counties each have pledged millions of dollars to a project to repair Highway 395 in San Bernardino County, a fiscal move without precedent in California.

"If I were in charge of the money, fixing Highway 395 would be at the top of the list," said Hasan Ikhata, director of planning and policy for the Southern California Association of Governments, the region's transportation agency. "But deciding which roads to repair is a political decision."

He was answering the question of a grieving Adelanto mother who had lost two teens to the highway.

The desert death road was a cause in need of champions, and activists have rallied to the cause.

The daughter of a fatal-crash victim, Simmons heads up the task

**Death Valley**

- [Geology](#)
- [History](#)
- [Climate](#)

- [Animals](#)
- [Plants](#)

- [Roads](#)
- [Desert Travel](#)
- [Park Services](#)
- [Camping & Lodging](#)
- [Points of Interest](#)

- [Maps](#)

- [GBR Field Trips](#)

- [About Us](#)

Login

Nickname

Password

Login

Don't have an account yet? You can [create one](#). It's free!

Options[Printer Friendly Page](#)[Send to a Friend](#)

force, which has attracted politicians, law enforcement officials, families of the highway's victims and people who have to drive the highway. The task force generated broad support for safety corridor designation.

In August, Sen. Roy Ashburn, R-Bakersfield, endorsed the safety corridor designation and called for SCAG to move up a proposed major widening and improvement of the highway. He could emerge as the political champion whom Ikhata said would be crucial in getting major improvement projects moving.

If the road received safety corridor funding, there could be better signs along the highway and funding for increased attention by the California Highway Patrol.

Two improvements to Highway 395 have been funded and scheduled for 2004. One would improve and widen the Mojave Drive intersection of the highway, and another would create rumble strips from just north of Valley Drive to a few miles south of Kramer Junction.

"Most of these accidents are passing-related, head-on collisions due to people becoming impatient with the slower truck traffic," Simmons said. "I don't think the rumble strips will help that much."

Copyright © 2004 Daily Press

No Comments Allowed for Anonymous, please [login/register](#)

Death-Valley.us does not endorse or stand behind the accuracy, truthfulness, or reliability of any information (including statements of opinion and advice) posted by readers and is not responsible in any manner for any of the content in their posts, or for any subsequent actions you may take as a result of such posts. Statements made reflect only the views of their authors.

DAILY PRESS



Click here to



Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
Kidscoop
AP News Wire
Site Search
Community Forum
News Forms
Contact Us



**ASK US
ABOUT OUR
4 ROOM
FREE OFFER**

Dania Plaza, Next to Kohls
1-866-DTV-4YOU

AL&KEN'S
satellite & audio
Authorized DirectTV Retailer



Saturday, January 17, 2004

Four die on Highway 395

Five others injured after vehicle crosses center line

By MIKE CRUZ/Staff
Writer

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Beauty
Coupons

TRAFFIC CAMS

Sponsored by

"Our Family Caring
For Your Family"

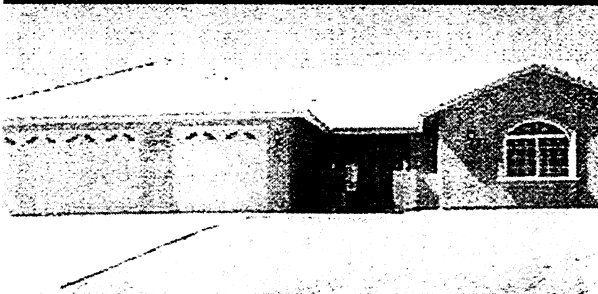
High Desert
Primary Care
Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 248-6606
View our location

I-15/215 split
I-15 at Limonite
I-15 at Foothill
I-15 at Magnolia
I-15 at Glen Helen
I-15 at Summit
I-15 at Sierra
More...

CIRCULATION

<http://www.vvdailypress.com/2004/107435185764288.html>

**Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates**



**Desert Mesa Estates is open 7 days a week, 11:00
to 4:30, located at 16553 Flintridge, Hesperia.
Call Artisan Real Estate at (760) 242-0081.**

VICTORVILLE — Four people died and five others suffered injuries when a minivan crossed the center line on Highway 395 and collided head-on with traffic in Victorville on Friday, officials said.

"I've been doing major accident investigation for 20 years, and this is one of the worst crashes I've seen," said Deputy Kelle Ammerman, who spent many hours with other deputies investigating the collision.

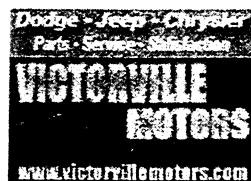
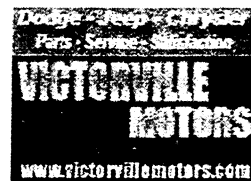
A white 1990 Mazda minivan, driven by Nestor Gonzalez, 35, of Colton, was traveling north on Highway 395 approaching Goss Road when it crossed the center yellow line, according to the San Bernardino County Coroner's Office.

The minivan sideswiped a southbound white 2003 Ford F-450 work truck at 6:23 a.m., Ammerman said. The impact spun the minivan counter-clockwise and flipped it over as the vehicle continued to slide north on the highway.

A male passenger in the minivan was ejected, likely through the windshield, into the No. 1 southbound lane, Ammerman said. The passenger was then struck and killed by a Ford sedan that was traveling south on Highway 395. Gonzalez and another passenger in the minivan who was partially ejected also died at the scene, Ammerman said.

Besides Gonzalez, the two other minivan fatalities were only described as Hispanic men, both about 30 years old.

Two other passengers in the minivan were airlifted to Arrowhead Regional Medical Center in Colton and Loma Linda University Medical Center,



Site Search:

Search

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

Ammerman said.

[Ads by Google](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

The southbound work truck, which had signs reading Hawthorne Lift Systems on the doors, spun across the northbound lanes and slammed into an oncoming 2003 black Ford Explorer about 200 yards from the original collision, Ammerman said.

The Explorer, with Nevada license plates, was headed north and had pulled towards the roadside in an attempt to avoid hitting the work truck, Ammerman said. Unwittingly, the Explorer's driver turned directly into the work truck, he said.

The driver of the Explorer, Andrew Rios, 35, of Newport Beach, died at the scene.

The unidentified male driver of the work truck was able to free himself from the wreckage and had moderate injuries, Ammerman said. The man was seen by emergency personnel walking around after the crash, he said.

Two other people in the Explorer were airlifted to ARMC and LLUMC with injuries, Ammerman said.

Names and hometowns were not immediately available for those involved in the collision.

Deputies were unsure why the minivan crossed the center line, but the preliminary investigation shows excessive speed, weather and alcohol were not factors in the collision, according to Chip Patterson, a spokesman with the San Bernardino County Sheriff's Department.

"(The cause) is unknown at this time. It's not clear why the van drifted or crossed into the southbound lane," Patterson said. "Hopefully the investigation will reveal that. But at this time, there's nothing that we know that can explain it."

Highway 395 has been the subject of discussions about safety, and local government officials joined together with residents to create the Highway 395 Task Force.

"(Highway) 395 was never meant to be used for primary transportation," said state Sen. Pete Knight, who supports the task force. "The population has grown and the infrastructure and transportation system has not kept up with it."

Knight has been working to get funding for improvements to Highways 395, 138 and 14 in the High Desert, he said. There should be a recommendation that comes out of the task force that can be taken to Sacramento to plead its case, he said.

In the meantime, drivers on local highways, including Highway 395, should be aware of increased traffic flows and try to drive cautiously, Knight said.

"We need to convince people to slow down, to convince people that taking

AAA Security on the Road
 Emergency Road Service in any car, anytime, anywhere.
 Join free today.
www.aaa.com

Safe Cars For Teens
 Information for young drivers.
 Browse our Kids' first ride section
www.AutoExtra.com

Vehicle Invoice Prices
 What Is Your Dealer Hiding?
 Learn Invoice Prices & Hidden Fees!
SmartCarPrices.com

Safety Car
 Safety car online
 Shop Target.com
www.Target.com

[Advertise on this site](#)

chances in passing, chances with speed ... it's just not worth it," Knight said.

Assemblywoman Sharon Runner sent a letter to the state's Office of Traffic Safety in August in support of efforts to receive grant funding for safety improvements on the highway, she said.

"There is a tremendous amount of traffic in areas that never had it before," said Runner, R-Palmdale. "We're looking at the best way to get the most dollars as quickly as possible to prevent the loss of life."

Last year alone, nine people died on High Desert stretches of Highway 395.

In August, two people died and two others were injured when a Toyota Avalon made a U-turn in front of northbound motorhome, about a quarter-mile south of Rancho Road.

In June, William Miller, 20, of Hesperia, died from the injuries he suffered in a head-on collision when his truck crossed the center line on Highway 395, near Colusa Road.

In April, a 59-year-old Adelanto woman died when a moving van broadsided her Chevrolet Celebrity after witnesses said the van ran a red light at Bartlett Road.

In January, five people died when a northbound 1999 Dodge Caravan drifted across the center line on Highway 395 near Kramer Junction and collided head-on with a southbound 2002 Chevrolet Silverado.

In Aug. 2002, five young Victor Valley residents died when the Chevrolet pickup truck they were traveling in crossed the center line on Highway 395 at Adelanto Road, collided head-on into a semi-tractor trailer and burst into flames.

Three years ago, a head-on crash killed five people when a Chevrolet Camaro heading south attempted to pass a Mercury Grand Marquis on Highway 395, north of Adelanto. The Camaro crossed the center line and struck a Toyota Echo head-on.

The Associated Press contributed to this report.

Mike Cruz can be reached at 951-6276 or mike_cruz@link.freedom.com.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)



NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, September 27, 2003

County joins push for Hwy 395 Safety Corridor Board of Supervisors supports citizens group's federal grant application

By LARRY RAND

Staff Writer

SAN BERNARDINO — Highway 395 kills, and the county is trying to do something about it.

Federal money is available to make Safety Corridors on dangerous highways, and the county wants one for Highway 395, which some call "Blood Alley."

The San Bernardino County Board of Supervisors is supporting a Safety Corridor federal grant application from the Highway 395 Task Force, a citizen's committee that includes many local politicians.

A Safety Corridor grant could be used for increased traffic patrols, rumble strips, more signs, a daytime headlight zone, or a public awareness campaign, depending on the Task Force's decisions.

"Those are just some of the things that other agencies have done," explained Denise Simmons of Coto de Caza, project coordinator of the task force. "We would have other options as well."

Highway 395 was featured on NBC's "Dateline" as one of the most dangerous highways in the nation. There were two serious accidents on the highway last week.

Simmons, whose father Clyde Irvine of Ridgecrest died in a Highway 395 accident last March, said that prospects for the grant's approval are good, "because we have such a broad base of support."

The task force includes Congressmen Bill Thomas, R-Bakersfield, chairman of the House Ways & Means Committee, and Howard P. "Buck" McKeon, R-Santa Clarita; Bill Postmus, First District county supervisor; Assemblywoman Sharon Runner, R-Lancaster; Sen. William J. "Pete" Knight, Victorville Mayor Terry Caldwell and a number of accident survivors and the loved ones of those hurt or killed on the highway (see information box on page A8).

Past requests for Safety Corridor funding, submitted by the California Highway Patrol, were unsuccessful.

"It's a competitive funding process," Simmons said. "There was another road in the state that beat it out."

Highway 395 has been the scene of increasing fatalities as the towns along it grew rapidly, with Adelanto's population increasing 137 percent between the 1990 and 2000 censuses.

"The most frustrating aspect is that Caltrans has long-range plans to expand and realign the highway, which makes the agency reluctant to spend money short-term," said Andrew Green, SANBAG transportation planning analyst.

Long-range work on the highway would begin in 10 to 12 years at the earliest, but a Safety Corridor grant would provide quick funding for safety

Click here to



Subscribe Now!

Advertisers



DAILY PRESS

[Click here to](#)
[Subscribe Now!](#)

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

Monday, September 22, 2003

LETTERS

It's the drivers, not

the highway's condition

Over the years I have followed with interest the dialogue of what to do with State Route 395, especially that section of highway from its intersection with Interstate 15 on the South and State Highway 58 to the north at Kramer Junction. Over the last six years I have driven more than 300,000 miles on State Route 395 from Adelanto to Ridgecrest an average of three hours per day, five days a week. I know almost every bump in the road as well as where and when I can pass another vehicle safely and where not to. I read with interest Mike Cruz's article on "Task force targets Highway 395" (Daily Press, Aug. 14).

If I understand correctly, this "task force" is striving to post additional signs along Highway 395. What kind of signs, I'm not sure, but I believe we have more signs than a vast majority of our citizens read as it is. For example, from Adelanto to Kramer Junction there are signs which state, "No Passing Zone," "Do Not Pass," and "Pass With Care." There are also speed limit signs, warning signs, mileage signs, white crosses to remind us of lives that have been lost on this stretch of road.

I agree the highway would be much safer if we could eliminate the dips north of Adelanto and south of Shadow Mountain Road and widen it to two lanes in each direction. However, the problem is primarily the drivers.

There are sections of Highway 395 that are improperly marked with double yellow lines. There are some sections that are not marked by a double line, but should be and other areas that are marked "No Passing" with a double yellow lines, yet you can see miles of flat unobstructed highway.

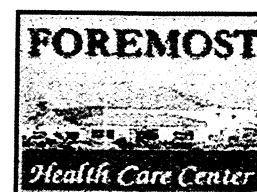
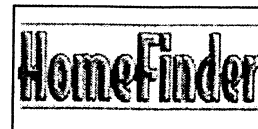
One situation that occurs on a regular basis is that there will be one, two or three eighteen-wheelers chugging along at 40, 45, 50 or even 55 mph with a line of vehicles following them for miles. Finally one individual in a smaller vehicle traveling behind this caravan decides to try to pass in an effort to move a little faster, which puts not only themselves in danger, but everyone else on the highway with them.

It was probably 25 years ago that I was driving a van and pulling a 28-foot trailer and was suddenly pulled over by a CHP officer, not because I was driving too fast or too slow, but because California law requires you to pull off the road if you have five or more vehicles following close behind you, even though you are obeying all traffic laws. I was cited for this infraction and yet I see this occurring almost on a daily basis.

I believe that if we were to start today on a project to widen Highway 395 to four lanes and make other improvements as will, it would still take several years to accomplish this objective. A wider highway would not prevent stupid and idiotic driving stunts. However, there are several other measures we could take in the mean time to improve the safety of Highway 395.

The CHP could help improve safety if they increased their patrols and cited people for speeding, improper or illegal passing and not pulling over and allowing others to pass. Restricting truck travel on Highway 395 from 8 p.m. to 5 a.m. could eliminate this hazard during daytime hours. I'm sure there

Advertisers



FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

are a variety of other measures we could consider also.

Roger Berg

Apple Valley

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

[Ads by Goooooogle](#)

**Construction
Safety**
Highway & Street
Signs, Barricades
Safety Clothing,
Rainwear & more.
www.ConstructionSafety.com

Highway Signs
Shop for Toys and
Games! Compare
& Buy from 1000's
of Stores
www.Shopping.com

**Buy Highway
Road Signs**
DOT Approved
MUTCD Compliant
www.etrafficsignals.com

**Buy Signs Direct
Here.**
BBB Member.
Factory Direct
Savings. Sidewalk,
Neon, Roadside &
More.
www.SignsWork.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Sunday, September 21, 2003

Car vs. truck on Hwy 395

California City man loses fingers, suffers broken leg in head-on collision

By MIKE CRUZ

Staff Writer

ADELANTO — A man was seriously injured when his car drifted into oncoming traffic on Highway 395 and collided with a semi truck north of Adelanto on Saturday afternoon, according to the California Highway Patrol.

Eleven firefighters worked for 45 minutes to cut free from the wreckage the driver of the car, Samuel Amie, 46, of California City, according to Sid Hultquist, battalion chief for the San Bernardino County Fire Department.

In the course of the collision, Amie lost all the fingers on his left hand and suffered an open leg fracture to his left femur, Hultquist said. He was flown by CHP helicopter to Loma Linda University Medical Center, Hultquist said.

CHP officers found Amie's missing fingers about two hours later while investigating the collision and immediately drove them to the hospital with siren and lights flashing, Hultquist said.

"There was a lot of debris and initially we could not find the fingers," Hultquist said. The driver of the semi truck, Eric Ryan, 49, of Bakersfield, was not injured, he added.

The collision occurred when Amie's 1994 Ford Tempo was headed northbound on Highway 395 and drifted into the southbound traffic lane, according to the CHP.

Ryan noticed the car moving into his lane, and he tried to move to the right to avoid a collision, the CHP reported. But the Tempo moved further into the lane and collided with left rear side of the truck's trailer, according to the CHP.

Amie's car continued scraping along the left side of the trailer and came to rest on the northbound shoulder, said the CHP. No other vehicles were involved in the collision.

Saturday's collision was a grim reminder to emergency personnel who responded to a Friday collision about two miles south on Highway 395 involving three semi trucks and a pickup truck. Firefighters took two hours and 15 minutes to cut free one of the

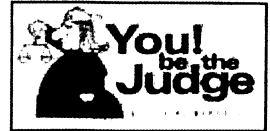
semi-truck drivers.

"We passed that (collision wreckage) on the way out to this one," Hultquist said.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

Advertisers





NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, September 20, 2003

Trucks collide on Highway 395**Driver of cement hauler crosses yellow line, smashes into two big rigs**

By LARRY RAND

Staff Writer

ADELANTO — Three big rigs and a pickup were involved in a crash north of Adelanto on Friday afternoon, injuring four people, one of them seriously.

According to Officer Brian Benson of the California Highway Patrol, a Dee Jay cement hauler driven by Rodney Tideman, 40, of Baldy Mesa, drifted across the yellow line, hitting a northbound tractor and sending debris through a pickup truck's windshield. The cement hauler then smashed into another northbound big rig.

The impact condensed Tideman's black tractor.

"The driver's legs and feet were wrapped around the brake and clutch," said Battalion Chief Tim Wessel of the San Bernardino County Fire Department. "It took us at least two hours and 15 minutes to extract him from the cab. His upper body was accessible, but we had to carefully cut metal from around his lower extremities. We were worried that he'd bleed out once the pressure was off, but he didn't."

Tideman was evacuated by helicopter to Loma Linda Medical Center with multiple injuries. Amazingly, the other drivers seemed to suffer minor injuries and were transported to Victor Valley Community Hospital for observation, Benson said.

The rescue team responded with six fire engine companies, a county heavy rescue unit that traveled

45 miles from Grand Terrace, two helicopters, and assistance from a Hesperia medium rescue unit that Wessel said "really did a great job."

The desert heat hampered rescue efforts, with a number of firefighters feeling the effects of dehydration during the long rescue — Wessel's unit was called to the scene at 4:10 p.m. and began to leave after 8 p.m. Traffic on Highway 395 was not expected to return to normal until 10 p.m. Friday.

"There's no telling what might have happened if the cement hauler had been loaded with cement," Benson said. "It was bringing in a load of ash from Phoenix."

Larry Rand can be reached

at larry_rand@link.freedom.com or 951-6232.

From Here:

- Back to today's news
- News Archive

Click here to



Subscribe Now!

Advertisers

"If you build it,
they will come"



DAILY PRESS

Click here to

Subscribe Now!

NEWS

[News Archive](#)[Sports Page](#)[Classified Ads](#)[Obituaries](#)[Local Weather](#)[N.I.E.](#)[Kidscoop](#)[AP News Wire](#)[Site Search](#)[Community Forum](#)[News Forms](#)[Contact Us](#)

Friday, August 15, 2003

Task force targets Hwy. 395

Signatures gathered to get support for 'Safety Corridor' designation

By MIKE CRUZ/Staff Writer

ADELANTO — After more than 100 traffic fatalities over the past decade, Highway 395 is finally getting some attention from a group that seeks to speed up solutions.

Former Ridgecrest resident Denise Simmons started the group — officially called the Highway 395 Safety Corridor Project Task Force — after her father, Clyde Irvine, died in a collision on the highway in March.

Since then, Simmons has been collecting signatures at Mavericks Stadium and The Mall of Victor Valley, she said. Signature sheets also have been placed at various restaurants and shops throughout the High Desert.

Simmons now has more than 1,000 signatures and support from many of the city, county, state and law enforcement agencies with jurisdiction over parts of the highway.

"It's been like a snowball rolling down a hill," Simmons said. "It just keeps getting bigger and bigger."

The group is fighting to get the highway designated officially as a "safety corridor," which would get it funding for safety improvements through a federal grant program, Simmons said.

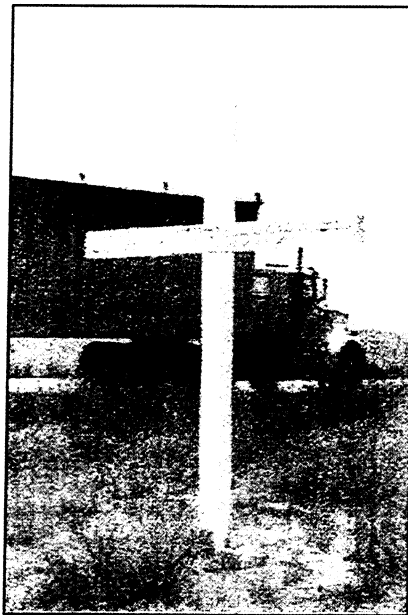
The CHP had submitted paperwork for the designation in 1991, but so far, Highway 395 has not been chosen, Simmons said. She has been working with Capt. Dave Navarro, of the Victorville CHP station, to get the paperwork resubmitted.

While many parts of the highway need work, the task force is focusing first on the 46-mile stretch from Interstate 15 to Highway 58.

Caltrans told Simmons that minor safety improvements, called rumble strips, are scheduled for the highway in four to five years. Rumble strips are divots in the road that make a loud noise when drivers fall asleep and cars begin to veer off the road.

Major improvements are not scheduled until 2011, Simmons was told.

The "safety corridor" status is just a temporary fix because it only provides more signage, patrols and public awareness. The safety corridor grant does not provide for major construction.



Lara Hartley/Staff Photographer
A newly erected cross dedicated to the memory of James Donley stands next to Highway 395 where Donley and four other Adelanto teenagers were killed almost a year ago.

Advertisers

**Place
Classified Ads**



**Place
Classified Ads**



FEATURES

[Family Life](#)[Food & Drink](#)[Health & Fitness](#)[Home & Garden](#)[Desert Living](#)[Travel Guide](#)[Dining Guide](#)[Best of the Desert](#)[Beauty](#)[Coupons](#)

CIRCULATION

[Subscribe Now](#)[Report a Problem](#)[Contact](#)[Vacation Stop](#)[DirectPay](#)

AFFILIATES

[HighDesert.com](#)[Desert Dispatch](#)[Hesperia Star](#)[La Prensa del Mojave](#)[Exploring Barstow](#)[The Mother Road](#)

"Getting the highway to four lanes would be good," said Adelanto Public Works Director Jim Beilke, who is on board to help the committee.

[Ads by Goooooogle](#)

State Sen. Roy Ashburn issued a statement recently that supports the highway's bid for safety corridor status.

Highway Signs Sale

New & used Highway Signs. Check out the deals now!
www.eBay.com

"It is known that this portion of Highway 395 (between Palmdale Road and Highway 58) is one of the most dangerous stretches of highway in California, and yet nothing significant has been done to correct the problems," Ashburn said.

The group tentatively scheduled its first meeting for October, but that will depend on whether the CHP has completed compiling necessary data, Simmons said.

Simmons also hopes to continue building support from surviving victims and families who have been affected by collisions on the highway.

Buy Highway Road Signs
DOT Approved
MUTCD Compliant
www.etrafficsignals.com

For more information, go to highway395taskforce@cox.net

Mike Cruz can be reached at mike_cruz@link.freedom.com or 951-6276.

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

Buy Signs Direct Here.
BBB Member.
Factory Direct Savings. Sidewalk, Neon, Roadside & More.
www.SignsWork.com

Highway Signs
Shop for Toys and Games! Compare & Buy from 1000's of Stores
www.Shopping.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



Create an account

Death-Valley.us Forums

February 28, 2005

Main Menu

- Death Valley
- Top articles

- Topics
- Past Articles
- DV Pages
- Reviews
- Surveys

- Search

- Feedback

- Gallery
- Web Links
- Weather

- Forums

Death Valley Facts**Area:**

3,367,627.68 acres
1,362,860.25 hectares

Highest Point:

Telescope Peak
11,049 feet
3,367.7 meters

Lowest Point:

Badwater: -282 feet
-86 meters

Highest**Temperature:**

134 F 56.6 C

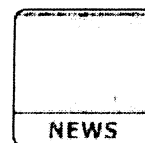
Lowest**Temperature:**

15 F -9.4 C

Animals & Plants

Mammals: 51 species
Reptiles: 36 Species
Amphibians: 5 species
Fishes: 5 species
Birds: 346 Species
Plants: 1042 Species

Posted on Sunday, August 10, 2003 @ 10:46:53 PST

Death fuel Hwy 395 initiative*By Adam L. R. Summers*

A grass-roots effort to force California Department of Transportation officials to make improvements to Highway 395 is gaining momentum, fueled by an alarming number of Ridgecrest-area residents killed on the road in recent months. At least seven people from the Ridgecrest area have died in collisions on Highway 395 in the past 12 months, including two people last Sunday.

Individuals involved in the effort explained that the challenge comes from the way the state makes decisions about which highway projects to fund.

According to Sharon Girod, who spent five years as field representative for State Senator Pete Knight (R-Palmdale) and worked extensively on a study of 395, decisions about how to divide up highway funds are usually made by Caltrans at the level of the local Caltrans district.

The San Bernadino County stretch of 395, from Johannesburg to Interstate 15, is under the jurisdiction of Caltrans District 8, that comprises all of San Bernardino and Riverside counties.

Despite the high number of deaths - 20 in the last 12 months according to statistics gathered by local radio personality Ray Watters - Caltrans officials have been slow to make large-scale improvements to the deadly roadway a priority, Watters said.

He and others accuse Caltrans District 8 of not putting enough dollars and effort into making necessary safety upgrades.

District 8 planners have "made the decision to put the movement of traffic and goods ahead of safety on 395," said Girod.

To get Caltrans District 8 to change its priorities, a group of concerned citizens and private and public organizations is now working to apply political pressure.

Denise Simmons, daughter of Clyde Irvine, who died in a head-on collision on 395 earlier this year, has begun a petition campaign to gather signatures in support of a change in funding priorities. (People interested in signing and circulating this petition may find it at www.kloafm.com.)

Simmons, Girod, Watters and others are also lobbying state and federal officials who represent the area to put pressure on District 8. A model letter that concerned citizens can copy and send to their representatives will be available on KLOA's Website soon, Watters said.

If history is any indication, supporters of the effort have a tough road

Death Valley

- Geology
- History
- Climate

- Animals
- Plants

- Roads
- Desert Travel
- Park Services
- Camping & Lodging
- Points of Interest

- Maps

- GBR Field Trips

- About Us

Login

Nickname

Password

Login

Don't have an account yet? You can create one. It's free!

Options**Printer Friendly Page****Send to a Friend**

ahead of them.

In 2000, engineers and planners from District 8 came to Ridgecrest to unveil their new plan for modernizing 395. The plan called for all of the highway within District 8 to be made four lanes. The plan also addressed safety concerns, but its main focus was on increasing capacity on the highway and reducing congestion.

Officials at the meeting said the plan would take 20 years to complete because of the need to put so much of the district's funding to work elsewhere.

One official compared the problem faced by commuters on 395 to that faced by commuters on the freeways leading from the Inland Empire to Los Angeles and Orange Counties. Compared to the need to loosen congestion on those freeways, spending money to improve 395 wasn't as important, he said.

This was not Caltrans' first 20-year plan for 395. In a report last year by Dateline NBC, a former Caltrans employee turned consultant for a 395-related lawsuit against the department said Caltrans had promised to do this work many years sooner.

When he went to work for Caltrans in 1960, the agency had a 20-year plan in place for widening 395 to four lanes for most of its southern stretch. The plan was scheduled for completion in 1980.

More recently, under pressure from the San Bernardino Association of Governments (SanBAG), Caltrans District 8 officials sped up their timeline for the improvements in the southern part of their area.

Last October, Caltrans and SanBAG officials signed a memorandum of understanding that committed Caltrans to complete safety and capacity improvements to the highway by 2011, Girod said. In return, SanBAG agreed to pay for the necessary environmental studies to begin overhauling the highway.

Caltrans has failed to start promised short-term safety improvements, she pointed out.

Copyright © 2003 News Review

No Comments Allowed for Anonymous, please [login/register](#)

Death-Valley.us does not endorse or stand behind the accuracy, truthfulness, or reliability of any information (including statements of opinion and advice) posted by readers and is not responsible in any manner for any of the content in their posts, or for any subsequent actions you may take as a result of such posts. Statements made reflect only the views of their authors.

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Monday, August 4, 2003

Highway 395 crash kills two and injures two

Law enforcement officials close road for more than three hours after collision

By CHRISTINA L. ESPARZA/Staff Writer

ADELANTO — The grim scene on Highway 395 on Sunday morning was all too familiar — two people dead, two others critically injured.

The deaths of two passengers in a 1995 Toyota Avalon making a U-turn in front of a motor home marks at least the 19th and 20th on the stretch of two-lane highway that goes through Adelanto since August 2002.

The two critically injured, including a toddler, makes the injury count 24, according to past news reports.

At about 9:30 a.m. a motor home carrying six people — including four children — was headed home from Twin Lakes. About a quarter-mile south of Rancho Road, the Avalon making a U-turn from the west shoulder pulled in front of it, causing the motor home to broadside it, said Adelanto Sgt. Galen Bohner.

The driver of the motor home, Gene MacConaghy of San Diego, was traveling at about 50 mph, officials said.

The driver of the Avalon, 23-year-old Patrick Cole from Ridgecrest, was ejected and died at the scene, Deputy Coroner Andrew Avery said.

Amber Courtney, 19, of Ridgecrest, was sitting in the Avalon's left rear seat and also was fatally injured.

The two survivors were taken by air ambulance to Loma Linda University Medical Center.

"We shut the whole highway down for about 3 1/2 hours," Bohner said. "It's still being investigated."

Those who assisted with the collision response included San Bernardino County Sheriff's personnel from the Adelanto and Victorville stations, the California Highway Patrol, Caltrans and the San Bernardino County Fire Department.

Sunday's collision occurred about one mile north of a fiery crash that claimed the lives of five Adelanto teens last August. Between 1997 and August 2002, 40 people have died on Highway 395 between Palmdale Road and Highway 58.

Adelanto city officials and residents have decried the highway, and called for it to be redesigned.

Deaths pile up

DEATHS ON HIGHWAY 395 SINCE AUGUST 2002

- June 16: William Clarence Miller, 20, of Hesperia died in a head-on collision near Colusa Road.

Advertisers

Take our survey
and WIN a \$25
gift certificate
to a local
restaurant

WNE
NEWSPAPERS IN EDUCATION
Trade Show • Denver August 6
760-951-6267

HomeFinder

- April 13: Silvia L. Pineda, 59, of Adelanto, was broadsided at Bartlett Avenue.

- March 28: Clyde Irvine Jr., 70 of California City, died in a fiery crash near Desert Flower Road.

- March 21: Mitchell Ginochio, 21 of Yakima, Wash., died in a head-on collision eight miles north of Shadow Mountain Road.

- Jan. 20: Ridgecrest residents Ahmad Mukhtar, 36, his wife Shahnaz Bibi, 36, their daughters Kanza Mukhtar, 16, Mussarat Mukhtar, 12, and Laguna Hills resident Aimee White, 15, died in a head-on collision at Kramer Junction.

- Jan. 6: Steven Blanco, 26 of Phelan, Joey Kristine Palmer, 21, of Victorville, and Palmer's unborn daughter died in a broadside crash at Phelan Road.

- Dec. 16: Angie Jenkins, 47, of Phelan died when the motorcycle on which she was riding crashed into a car.

- Aug. 23: Adelanto residents Peggy Cowlshaw, 18; Nolan Flesher, 19; Neal Flesher, 17; Jason Ruesch, 19; and James Donley 16 all died in a head-on collision with a semi-tractor trailer at Adelanto Road.

Christina L. Esparza can be reached at christina_esparza@link.freedom.com or 951-6233.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum



Daily Press file photo
Mourners grieve the loss of five youths who died in a traffic collision Aug. 23 on Highway 395.

Ads by Google

ESPN Russell Racing

Sharpen your safe driving skills from teachers that teach racers

www.espnrussellracing.cc

Prevent Drunk Driving

Ignition Interlocks
Save Lives and Provide Peace of Mind

www.intoxalock.com

Defensive Driving Schools

Fulfill ticket requirements or just get better training! Free guide.

trade-school-smart.com

Safe Driving

Discount new & used items. affil Search for safe driving now!

www.eBay.com



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)



NEWS

[Top Story Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[Send Press Release](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert Beauty](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Friday, October 18, 2002

Highway 395 agreement expected

CHRISTINA L. ESPARZA/Special to the Daily Press

VICTORVILLE — Questions of safety, commerce and residential development have prompted city, county and state officials to improve conditions along Highway 395. Representatives from all three governments are due to sign an agreement today pledging to work together to make the road a safer thoroughfare.

Officials from the California Department of Transportation will meet with representatives of San Bernardino Associated Governments, San Bernardino County and the cities of Victorville, Adelanto and Hesperia at 8:45 a.m. at the Southern California Logistics Airport headquarters building.

The agreement states that all parties involved will agree to be consistent with each other when considering interim improvements on the highway and developments while permanent widening and redesign work of the highway is planned, said Dan Kopulsky, a Caltrans senior transportation planner.

Such interim improvements include the installation of passing lanes and left-turn signals, Kopulsky added.

The two-lane highway has been the scene of many fatal accidents over the years.

Most recently, five young people in a Chevrolet pickup died in a fiery crash when it collided head-on with a tractor-trailer in August.

Future plans for the new highway include expanding it to six lanes, Kopulsky said.

Expanding the lanes is imperative for the safety of commuters who use the highway, said Victorville Mayor Mike Rothschild.

"It has moments of being very dangerous," he said. "People have to be very wary when they're driving, and people not from around here can fall into a false sense of security."

Every week we read about another accident ... You need two lanes minimum in each direction."

Adelanto Mayor Tristan Pelayes agreed.

"The city has doubled and tripled (in population) over the years, and the highway has not expanded," Pelayes said, adding that he has been concerned with the safety of the highway since he moved to Adelanto 10 years ago.

These improvements will also help commerce by making the airport more accessible to truck drivers, Rothschild said.

Construction for the enhancements is anticipated to begin in 2011 and will be between the junctions of Interstate 15 in Hesperia and State Route 58, Kopulsky said.

It will take three to four years to conduct environmental studies and preliminary engineering designs, which is necessary before any construction

Click here to



Subscribe Now!

Advertisers



"If you build it,
they will come"

Search for:

Search

Advanced Search

DAILY PRESS



Click here to



Subscribe Now!

NEWS

[Top Story Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[Send Press Release](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Thursday, October 3, 2002

City tries to increase safety of intersection

Adelanto council makes changes behind stadium

By GARY GEORGE/Staff Writer

ADELANTO — In an attempt to make at least one more Highway 395 intersection safer, the Adelanto City Council has decided to force all traffic leaving Mavericks Stadium's parking lot to turn left and access the highway via the traffic light on Rancho Road.

At the suggestion of Councilman Jerry Steffanus and with the support of a City Council eager to cut the loss of life on the main artery through their town, the city attorney and the city staff have been examining whether it would be possible to make Adelanto Road one way.

The council wanted to avoid having motorists turning right and particularly left onto Highway 395 from Adelanto Road. The idea was to close the southbound lane of Adelanto Road, making it one way from the highway.

They were advised that Caltrans owns approximately 600 feet of Adelanto Road coming off Highway 395 and that the city had no right to declare it a one-way street.

City attorneys advised against putting up "road under repair" signs and ripping up the road to permanently block southbound traffic.

Then Councilman Jim Nehmens suggested putting up left-turn-only signs for those exiting Mavericks Stadium, thus greatly reducing the traffic going south to the stop sign at the highway intersection.

"When we have concerts we make everyone turn left and put up roadblocks preventing right-hand turns from the stadium exits," said Jim Beilke, director of public works and transportation.

The council's action will make turning left out of the stadium mandatory.

Beilke said they are acting quickly — left turn arrows will be painted at the stadium within days and stand-up signs will be ready within two weeks.

Police will be legally able to cite those attempting to make a right turn from the stadium, but cars can still go southbound to Highway 395 if they come from the direction of Rancho Road.

"Our ultimate goal is to get Caltrans to make 395 four lanes the entire way, but in the meantime city staff has been ordered to work with Caltrans to try and get southbound Adelanto Road completely closed and to notify local businesses that the effort is under way," Nehmens said.

Gary George can be reached at gary_george@link.freedom.com or 951-6277.

Advertisers

"If you build it,
they will come"

IGM
GREINER

HomeFinder

Search for:

Advanced Search



Got something to say?

Join hundreds of fellow High Desert residents in the High Desert Community Forum to express your opinion on this or any other topic.



NEWS

[Top Story Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[Send Press Release](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Thursday, September 26, 2002

Council says one-way Adelanto Road could make highway safer

By GARY GEORGE/Staff Writer

ADELANTO — As the wait continues for Caltrans to make safety changes on deadly Highway 395, the Adelanto City Council has decided to try to make the scene of the most recent fatalities a one-way street.

Councilman Jerry Steffanus resurrected an idea brought up weeks ago at another council meeting. It was suggested that left turns from Adelanto Road onto Highway 395 be eliminated to help make at least one point on the highway safer.

"That road is in bad shape. Why don't we just close it for construction, send someone in with a hoe, rip it up and close it off?" Steffanus asked.

Eric Foster of Adelanto, whose daughter died in the recent crash that killed five youths at that intersection, said, "That road is in bad shape. It's a good excuse to close that road."

City Attorney Marguerite Battersby said to close the road, other agencies needed to be advised first. Battersby said the public works director, not the council, needed to be the one to make the decision that the road needed repairs.

The general discussion, joined by the audience, seemed to lean toward making the road accessible from Highway 395, but closing it to traffic from Maverick Stadium going onto the highway.

"Adelanto Road can be open going north. The problem is going the other way," Councilman Ted Hartz said.

Staff was assigned to determine Adelanto's jurisdiction over the road. Mayor Tristan Pelayes warned that Adelanto may not have jurisdiction, and he encouraged the audience to continue pursuing other solutions.

The council agreed to establish a "395 ad hoc committee" to try to convince Caltrans or Sacramento that four lanes are needed from northern Adelanto to Interstate 15.

City Manager Rick Oakley urged the council to make clear recommendations to Caltrans before the city takes a case to Sacramento and Gov. Gray Davis' staff. City staff is working on creating a map of a 10-year history of Highway 395 accidents.

Gary George can be reached at gary_george@link.freedom.com or 951-6277.

Click here to



Subscribe Now!

Advertisers



"If you build it,
they will come"

Search for:

Search

Advanced Search

Got something to say?

Join hundreds of fellow High Desert residents in the High Desert Community Forum to express your opinion on this or any other topic.

Back to today's news



NEWS

[Top Story Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[Send Press Release](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Saturday, September 14, 2002

Highway 395 accident leaves six hurt

By LEIGH MUZSLAY/Staff Writer

ADELANTO — A three-car accident on Highway 395 — just miles north of where five teens were killed Aug. 23 — sent two people to Loma Linda Univeristy Medical Center and one to Arrowhead Regional Medical Center with major injuries Friday afternoon, San Bernardino County Sheriff's deputies said.

Three others were taken to area hospitals.

Victims names were not available at the scene.

A white Pontiac Sunbird traveling north in the inside lane on Highway 395 slammed into a navy blue pickup truck that had stopped to make a left turn onto Auburn Avenue in Adelanto, sending the truck into oncoming traffic, a witness said. The truck then hit a white Expedition.

Fred Mullay, 35, of Tehachapi, was driving in the outside lane behind the Sunbird. Mullay said the blue truck had been stopped for five to 10 seconds, but that the driver of the Sunbird must not have seen. The Sunbird swerved to the right to try to avoid the truck, but still hit the back passenger side corner of the car, Mullay said.

"It was like slow motion. There were parts flying everywhere," Mullay, who had just picked up his 10- and 11-year-old daughters from Apple Valley, said.

As two helicopters took off with victims, the lights of fire trucks, tow trucks and sheriff's cars flashed against a cloudless sky. The smell of gasoline hung in the hot air.

The vehicles ended up spread out in the roadway. The truck's entire windshield lay on the ground amid pieces of bumper, rim and glass. The Sunbird's entire front end was a tangle of wires, hoses and plastic. The Expedition's airbags deployed and the front passenger side was crushed.

Mullay said a woman and two men were in the Sunbird, a man was in the truck and a man was in the white truck.

After numerous accidents on this stretch of highway, many Adelanto residents have rallied for safety improvements to Highway 395. Five young people from the Victor Valley died in a fiery crash on Aug. 23, and more than 40 people have died on Highway 395 between Palmdale Road and Highway 58 since 1997.

Click here to



Subscribe Now!

Advertisers

"If you build it,
they will come"



Search for:

Search

Advanced Search

Got something to say?

Join hundreds of fellow High Desert residents in the [High Desert Community Forum](#) to express your opinion on this or any other topic.

[Back to today's news](#)
[Search Archive](#)

DAILY PRESS



Click here to
Subscribe Now!

NEWS

[Top Story Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[Send Press Release](#)
[Contact Us](#)

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

Tuesday, August 27, 2002

Crash renews calls to fix 395

Caltrans proposes passing lane projects

By JEFFREY E. MITCHELL/Staff Writer

ADELANTO — As investigators continued sifting through the charred wreckage of Friday's crash that killed five young people on Highway 395, local officials on Monday renewed their call for the state to take action to improve safety on the heavily traveled two-lane highway.

While they acknowledge the old road's design may have nothing to do with latest deadly crash, the fact that now more than 40 people have died on Highway 395 between Palmdale Road and Highway 58 since 1997 troubles them deeply.

"We need to wait to determine exactly what caused this tragedy, but I think that it's pretty obvious that Highway 395 needs to be redesigned and made safer," Adelanto Mayor Tristan Pelayes said. "Given the speeds the people are driving and the amount of traffic this road is now handling, two lanes are inherently dangerous."

The 7:06 p.m. crash occurred when a southbound 1988 Chevrolet pickup crossed the highway's center line at Adelanto Road and collided head-on with a northbound tractor-trailer rig.

Four males and a female traveling inside the pickup were instantly killed. Over the weekend, two of the victims were identified as Peggy Cowlshaw and Nolan Flesher. San Bernardino County Coroner's officials were still working late Monday to identify the remaining three victims, whose bodies were burned after the vehicles caught fire. The truck driver, identified as Timothy Cassady, 57, of Redding was not injured.

Road improvements proposed

While seemingly resisting the idea of widening or adding passing lanes to the highway for many years, representatives of the California Department of Transportation said Monday they have recently added two proposals to build passing lanes on the thoroughfare.

Ivy Estrada, a Caltrans spokeswoman, said she could not provide details as to how or why the passing lane projects were added to the agency's 2004 budget, but said the agency does try to listen carefully to input from citizens and elected officials.

The Caltrans proposal calls for the state Legislature to choose between one of two passing lane projects:

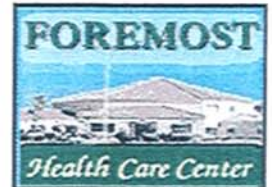
- Project 1 calls for the construction of two passing lanes in each direction on the highway from State Route 18 to Kramer Junction. This project would



William Vasta/Staff Photographer

Friends and family of the five youths who died in a traffic accident on Friday hold a vigil on the side of Highway 395 near Adelanto Road.

Advertisers



"If you build it,
they will come"

Search for:

Search

Advanced Search

run 15.7 miles in length and would cost an estimated \$17.7 million.

- Project 2 calls for the construction of single passing lanes on the highway from just north of Shadow Mountain Road to Kramer Junction. This project would run 9.1 miles in length and would cost \$7.5 million.

Estrada said that should the state Legislature select one of the projects, the decision would initiate several months of design and environmental studies. She declined to estimate when actual construction might start or how long it would take.

The grieving continues

As the families of the most recent five people to die on Highway 395 slowly come to grips with their losses, Victorville Mayor Mike Rothschild said his city along with his colleagues in Adelanto will continue to press Caltrans and other state officials to make the thoroughfare safer.

Rothschild on Monday said he welcomed Caltrans' most recent lane passing proposals.

"I think it is a sign that they understand that we have a very serious problem," Rothschild said. "In the meantime, I hope people will slow down, drive with their headlights on and show a little more courtesy to one another out there."

Jeffrey E. Mitchell can be reached at jeff_mitchell@link.freedom.com or 955-5358.



Got something to say?

Join hundreds of fellow High Desert residents in the High Desert Community Forum to express your opinion on this or any other topic.

[Back to today's news](#)
[Search Archive](#)



A Freedom Communications Newspaper
Copyright © 1996-2004 Daily Press
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#)

DAILY PRESS

Click here to

Subscribe Now!

NEWS

[News Archive](#)
[Sports Page](#)
[Classified Ads](#)
[Obituaries](#)
[Local Weather](#)
[N.I.E.](#)
[Kidscoop](#)
[AP News Wire](#)
[Site Search](#)
[Community Forum](#)
[News Forms](#)
[Contact Us](#)

Sunday, January 27, 2002

Funds secured for study on improving Highway 395

TRANSPORTATION: Caltrans and counties pledge \$14 million.

By DEBRA LEMOINE/Staff Writer

SAN BERNARDINO COUNTY — Officials approved funding that would pay for the first step in improving Highway 395 from Interstate 15 to Route 58, a stretch of highway plagued by wrecks and fatal accidents.

About \$14 million was secured from Caltrans and Mono, Inyo, Kern and San Bernardino counties to fund the preliminary engineering and environmental studies for the highway.

Officials signed a Memorandum of Understanding on Friday that allows these beginning steps to construction, according to a Caltrans news release.

The straight two-lane road is known for its head-on collisions and fatal accidents.

Impatient drivers are notorious for taking chances and pulling into oncoming traffic to pass slower vehicles, often with fatal results.

Since 1997, there have been nearly 40 deaths on the highway.

Because of the fatalities, Caltrans has considered improvements before.

So far, Caltrans has only put up more signs warning about illegal passing and upcoming passing zones.

These studies will determine the project's feasibility, need and purpose while mapping the best alternatives for construction that will have the least environmental impact. After these documents are approved, design and right-of-way acquisitions will begin.

Construction is expected to begin in 2011 at a total cost of \$500 million.

Debra Lemoine can be reached at debra_lemoine@link.freedom.com or 951-6233.

From Here:

- Back to today's news
- News Archive
- Join the discussion at the community forum

Advertisers

**Place
Classified Ads**



**High Desert
Primary Care
Medical
Group**



FASHION BUG
PLUS MISSES MATERNITY
JUNIORS GIRLS

FEATURES

[Family Life](#)
[Food & Drink](#)
[Health & Fitness](#)
[Home & Garden](#)
[Desert Living](#)
[Travel Guide](#)
[Dining Guide](#)
[Best of the Desert](#)
[Beauty](#)
[Coupons](#)

CIRCULATION

[Subscribe Now](#)
[Report a Problem](#)
[Contact](#)
[Vacation Stop](#)
[DirectPay](#)

AFFILIATES

[HighDesert.com](#)
[Desert Dispatch](#)
[Hesperia Star](#)
[La Prensa del Mojave](#)
[Exploring Barstow](#)
[The Mother Road](#)

DAILY PRESS

Click Here to

Subscribe Now!

NEWS

News Archive
Sports Page
Classified Ads
Real Estate
Obituaries
Weather
N.I.E.
Kidscoop
AP News Wire
Site Search
Community Forum
News Forms
Contact Us

FEATURES

Family Life
Food & Drink
Health & Fitness
Home & Garden
Desert Living
Tech Talk
Travel Guide
Dining Guide
Best of the Desert
Beauty
Coupons

TRAFFIC

Sponsored by

"Our Family Caring For Your Family"



High Desert Primary Care
Medical Group
Victorville
(760) 241-6666
Hesperia
(760) 948-6606
► View our location

Web Cameras
Sigalert.com

CIRCULATION

Subscribe Now
Report a Problem
Contact
Vacation Stop
DirectPay



ASK US
ABOUT OUR
4 ROOM
FREE OFFER

Dunlap Plaza, Next to Kobb's
1-866-DTV-4YOU

AL & KEN'S
satellite & audio
Authorized DirectTV Retailer

San Bernardino
County Parks watch
video

Sunday, March 25, 2001

Deadly highway to get warning signs

© transportation : Caltrans opts against adding new passing lanes on 30-miles stretch.

By SCOTT
VANHORNE/Staff Writer

KRAMER JUNCTION — The stretch of Highway 395 between Adelanto and Highway 58 is long and straight. One lane north and another south.

For impatient motorists stuck behind slow-moving vehicles, frustration often leads to the temptation to pull into the oncoming traffic lane, floor the accelerator and pray for the best.

Often with tragic consequences.

A 24-year-old man died last week in a passing-related, head-on crash. A January crash with nearly identical circumstances killed five people.

In the past five months alone, 10 people have died in wrecks on the highway. Since 1997, 37 people have died on the stretch of the highway, many in passing-related crashes.

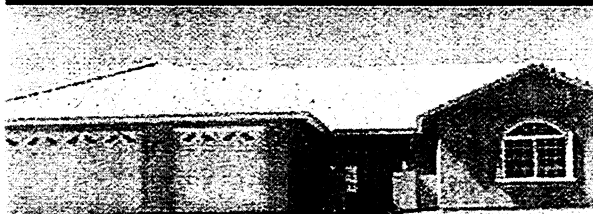
For all the carnage along this heavily traveled stretch Highway 395, dedicated passing lanes would be a simple solution to a deadly problem.

But aside from plans to add more signs warning motorists about illegal passing and noting upcoming passing lanes, Caltrans won't be adding more passing areas on Highway 395 anytime soon, Caltrans spokesman Tim Watkins said.

"We want to really try and educate the drivers that this is a passing zone or a no-passing zone," he said.

On the nearly 30 miles of Highway 395 between Crippen Avenue and

Artisan Real Estate is proud to present
Rylar Homes at Desert Mesa Estates



Desert Mesa Estates is open 7 days a week, 11:00 to 4:30, located at 16553 Flintridge, Hesperia. Call Artisan Real Estate at (760) 242-0081.



Click Here
New Home
Listings Daily



Site Search:

AFFILIATES

HighDesert.com
Desert Dispatch
Hesperia Star
La Prensa del Mojave
Exploring Barstow
The Mother Road

Highway 58 there are about three miles of passing lanes on both sides and about 16 miles of legal passing areas, Watkins said.

The California Highway Patrol has submitted the stretch of Highway 395 between Kramer Junction and Interstate 15 as a possible safety corridor project.

Officials select roads for the projects based on factors such as how many people died or are injured in crashes on the road and how many vehicles travel on it.

If Highway 395 is selected, it would mean more law enforcement presence on the highway and grant money to make

improvements to the road as well. The designation could also boost the fines levied on drivers caught breaking the law on the road.

While securing the designation would be helpful, Victorville CHP Capt. Steve Tanner said safety on the highway boils down to one thing — driving with common sense.

"The road is not the problem. The problem is the people," he said. "If people don't pass unsafely, there are no problems."

Drivers often get frustrated because tractor trailer drivers are limited to 55 mph while the speed limit for other cars is higher in some areas, he said.

"The frustration rises and people want to take that chance," he said. "What are you really going to save? Maybe five minutes, but is five minutes really worth your life?"

[Ads by Google](#)

Mormon 72 Hr Survival Kit
Buy 72 Hr Kits for Everyone 72 Hr Kits for Entire Family.
[AlwaysBePrepared.com](#)

Vehicle Research Center
Vehicle Recalls, Reviews and Crash Test Data available on AutoExtra.
[www.AutoExtra.com](#)

Traffic Calming Solutions
Various traffic calming devices Speed humps, cushions, rubber curbs
[www.trafficlogix.com](#)

Road Safety
Unique Collectibles and Antiques Road Safety Sale
[stores.ebay.com/DesertP](#)

From Here:

- [Back to today's news](#)
- [News Archive](#)
- [Join the discussion at the community forum](#)

[Advertise on this site](#)

© 2005 Daily Press, a Freedom Communications Newspaper
[Contact Us](#) | [Privacy Policy](#) | [Advertising Info](#) | [RSS](#)

Annex F

Promotional Items

Don't Pass

U.S. 395 SAFETY COALITION



- Pass with care and only in passing zones.
- Be patient, and take your time.
- Never drink and drive; always designate a driver, and remember....

Always buckle up!



Annex G

Rack Cards: English and Spanish

U.S. 395 Safety Coalition

**Be a Part of the
Solution, Not the
Problem!**

**Don't Pass
on Safety!**



Traffic Safety is a Community Effort

"You will see more officers enforcing traffic laws and aiding motorists on U.S. 395 as a response to the concerns of the community."



Here are some important safe driving reminders:

PASS with care and only in passing zones.

Obey all traffic laws.

Slow Down.

Be patient, and take your time.

NEVER drink and drive; always designate a driver.

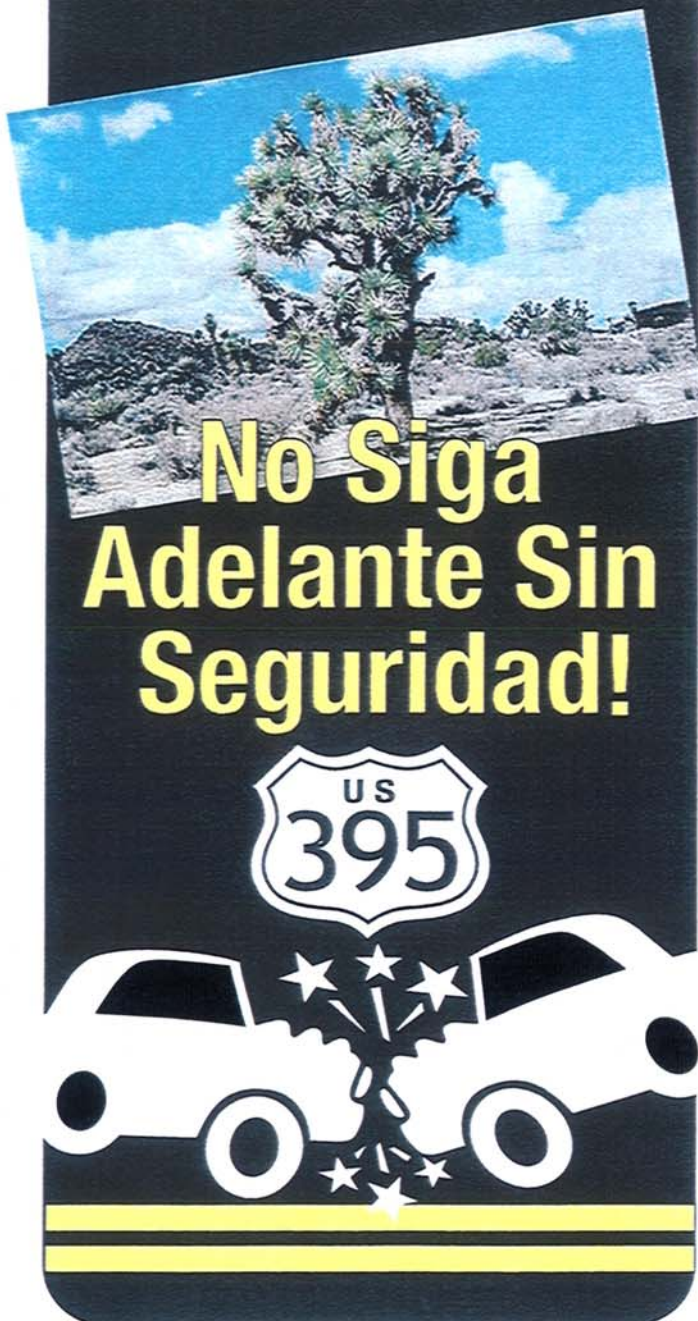
And remember
...ALWAYS buckle up!



"Dial 911 to report a drunk driver."

"If you have any comments or suggestions, call 1-800-TELL-CHP."

U.S. 395 Coalición de Seguridad



La Seguridad vial es un Esfuerzo comunitario

Usted notará más oficiales que estarán haciendo cumplir las leyes de tránsito y ayudando a los conductores que transitan el U.S. 395, como respuesta a las preocupaciones de la comunidad.

A continuación encontrará algunos consejos importantes sobre la manera de conducir prudentemente:

Rebase con precaución y únicamente en las zonas donde es permitido hacerlo.

Obedezca todas las leyes de tránsito.

Reduzca su velocidad.

Tenga paciencia y tome el tiempo que sea necesario.

Si toma no maneje: Siempre designe a un conductor sobrio.

Y recuerde ...!SIEMPRE abróchese su cinturón de seguridad!



Marque el 911 para reportar a un conductor ebrio.

Si usted tiene algún comentario o sugerencia, llame al 1-800-TELLCHP.